



REFERENCE ONLY

FTA QUARTERLY REVIEW BRIEFING BOOK

May 22, 2002

Submitted By:

*Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, California 90012*

REFERENCE ONLY

AGENDA

FTA NEW STARTS PROJECTS QUARTERLY REVIEW MEETING

Los Angeles County Metropolitan Transportation Authority
Wednesday, May 22, 2002 - 10:00 a.m.
Gateway Conference Room - 3rd Floor

PRESENTER

I. OVERVIEW

- | | | |
|----|--|-----------------|
| A. | FTA Opening Remarks | Leslie Rogers |
| B. | MTA Management Overview | Roger Snoble |
| C. | Legal Issues | Steve Carnevale |
| D. | General Safety and Security Issues | Paul Lennon |
| E. | ADA Key Station Voluntary Compliance Agreement | Ellen Blackman |

II. METRO CONSTRUCTION REPORTS

- | | | |
|----|---|----------------|
| A. | Recent Events | Dennis Mori |
| B. | Eastside LRT Project | Dennis Mori |
| | • Pasadena Gold Line Coordination | Joel Sandberg |
| C. | Metro Red Line Segment 3 | |
| | • North Hollywood Extension | Roger Dames |
| | • Segment 3 Grant Closeout | Brian Boudreau |
| | • Construction Contract and Change Order Closeout | Tom Mahoney |
| | • Professional Services Contract Closeout | Tom Mahoney |
| D. | San Fernando Valley BRT Project | Roger Dames |

III. OPEN ACTION ITEMS

- | | | |
|----|--|--------------|
| A. | FTA (Reference March 2002 PMOC Monthly Report) | Cindy Smouse |
|----|--|--------------|

IV. PLANNING

- | | | |
|----|---------------------------------|------------------|
| A. | Transit Corridor Projects | James de la Loza |
| | • Mid-City Wilshire BRT Project | David Mieger |
| | • Exposition LRT Project | David Mieger |

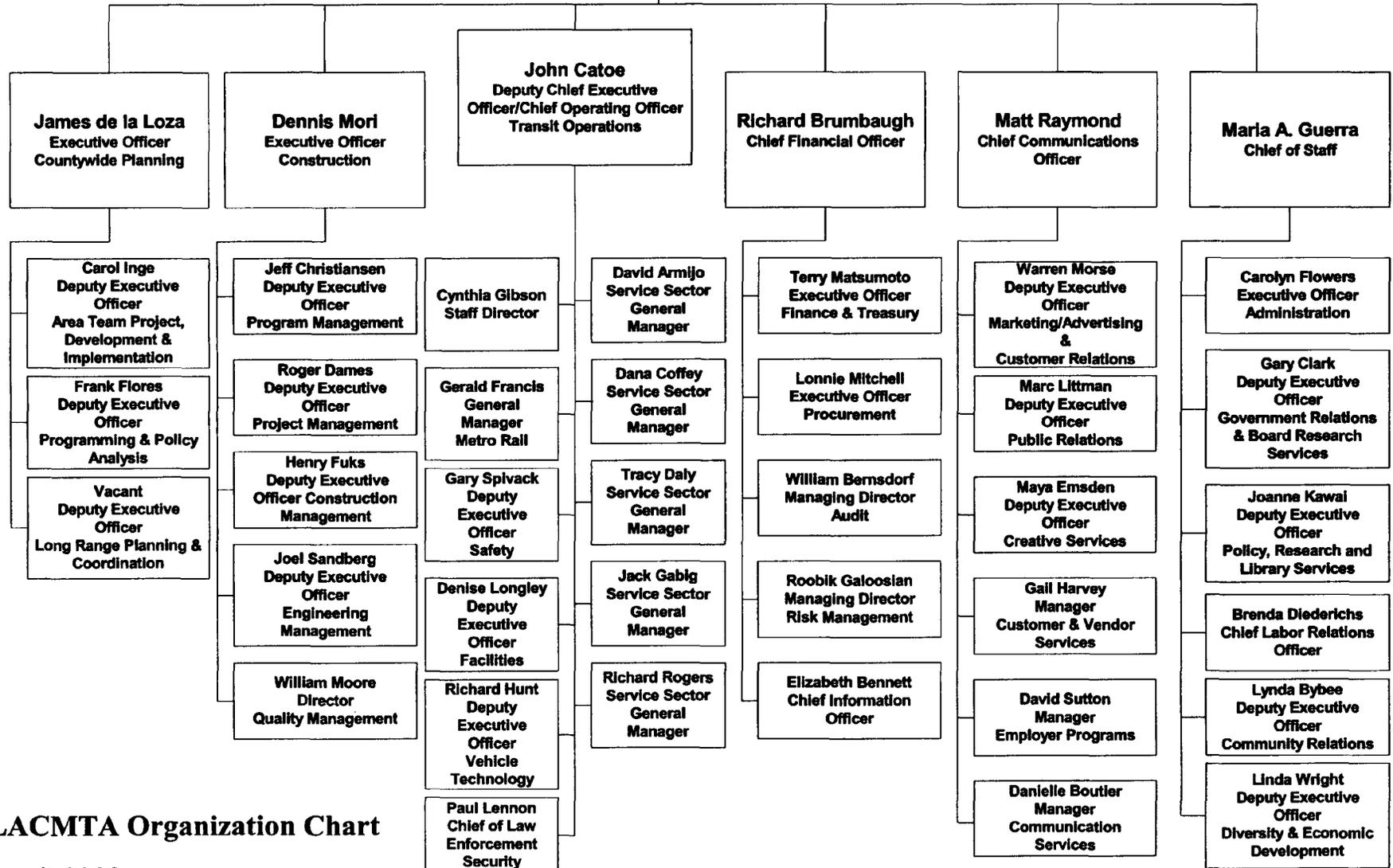
V. PROPOSED SCHEDULE AND LOCATION OF NEXT MEETING

Los Angeles County Metropolitan Transportation Authority
Wednesday, August 14, 2002 - 10:00 a.m.
Gateway Conference Room - 3rd Floor

LACMTA MANAGEMENT
ORGANIZATION CHART



Roger Snoble
Chief Executive Officer

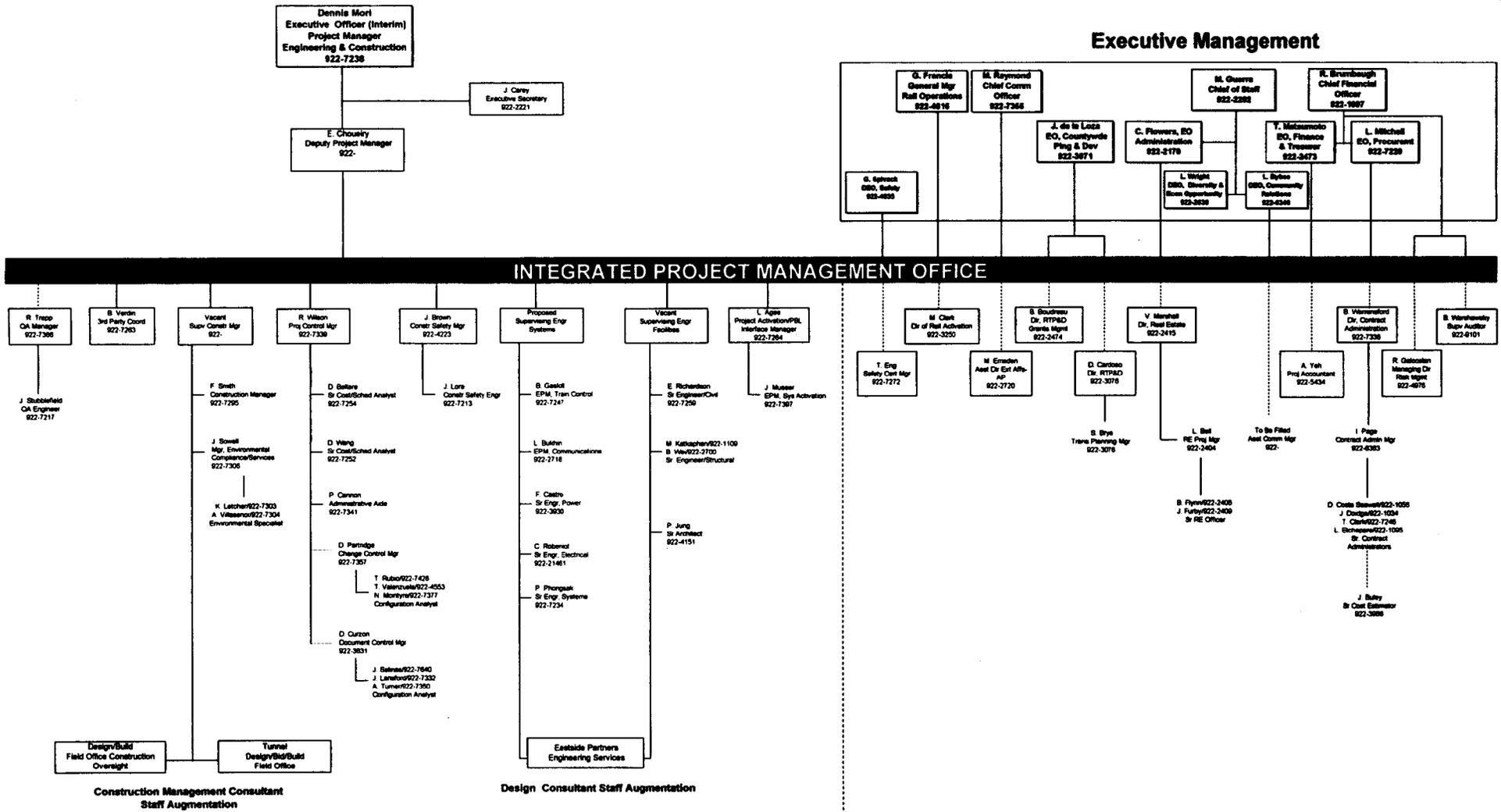
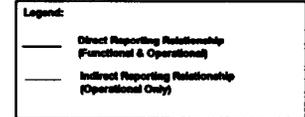


LACMTA Organization Chart

April 2002

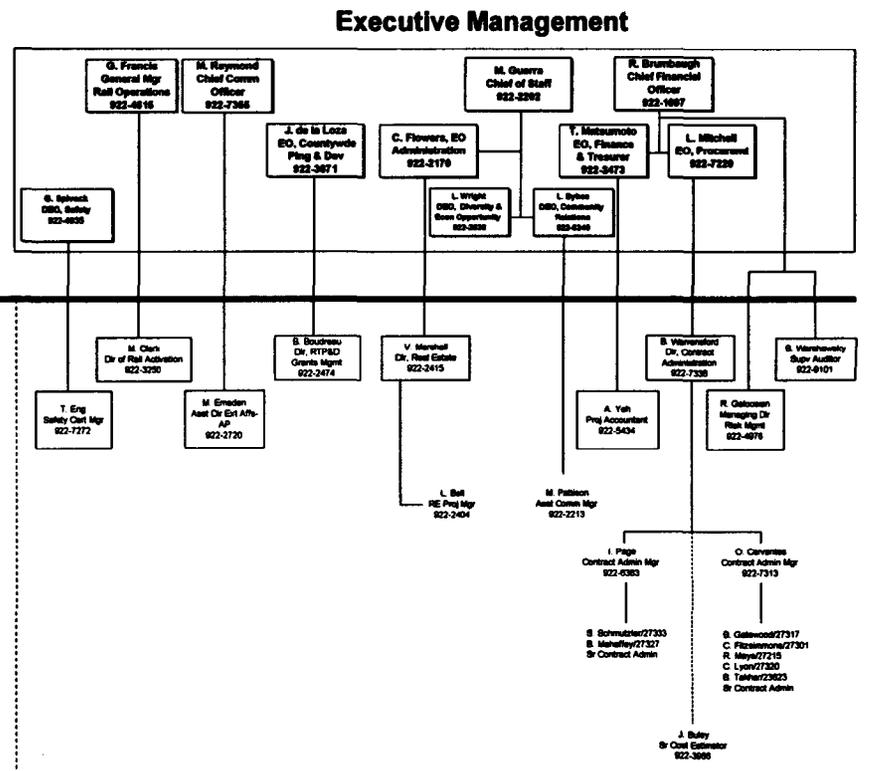
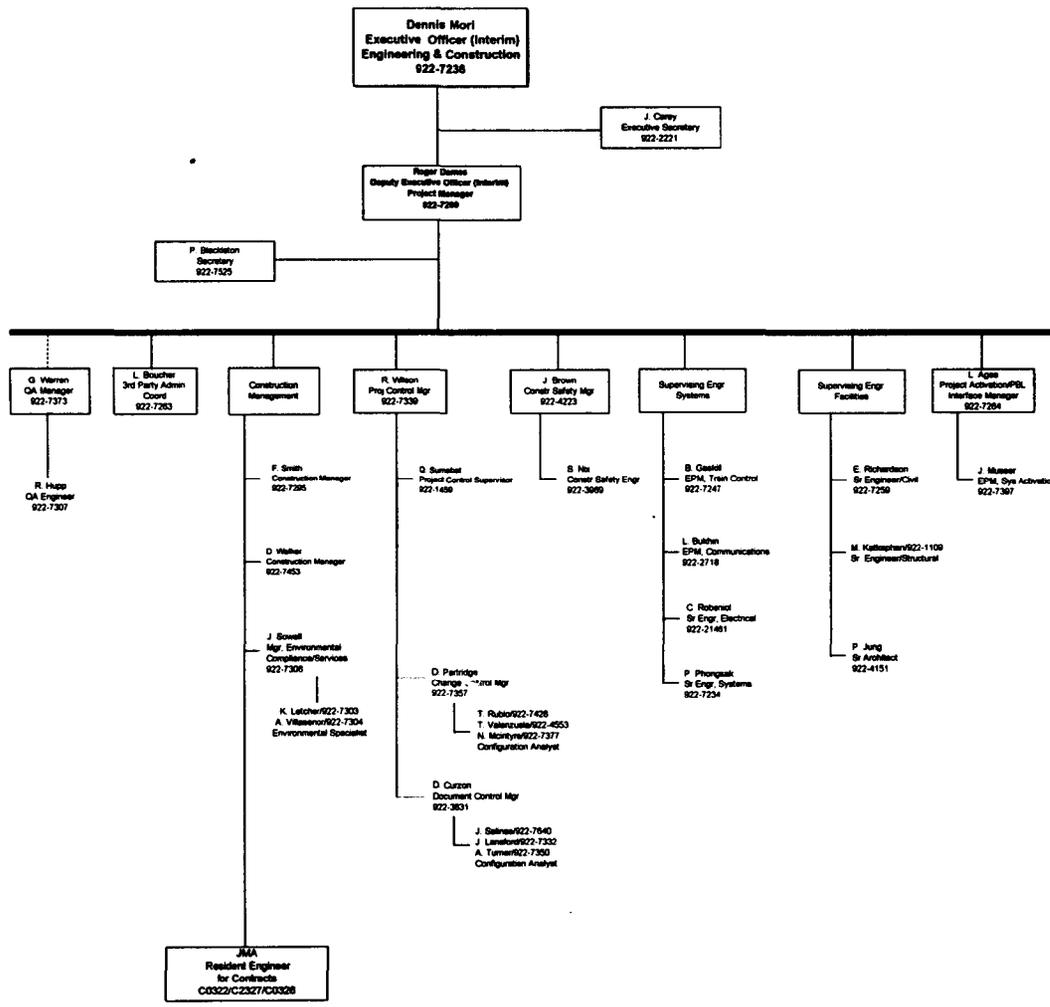
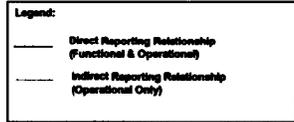
EASTSIDE LIGHT RAIL TRANSIT PROJECT INTEGRATED PROJECT MANAGEMENT OFFICE AND SUPPORT ORGANIZATION

EXHIBIT 4-2



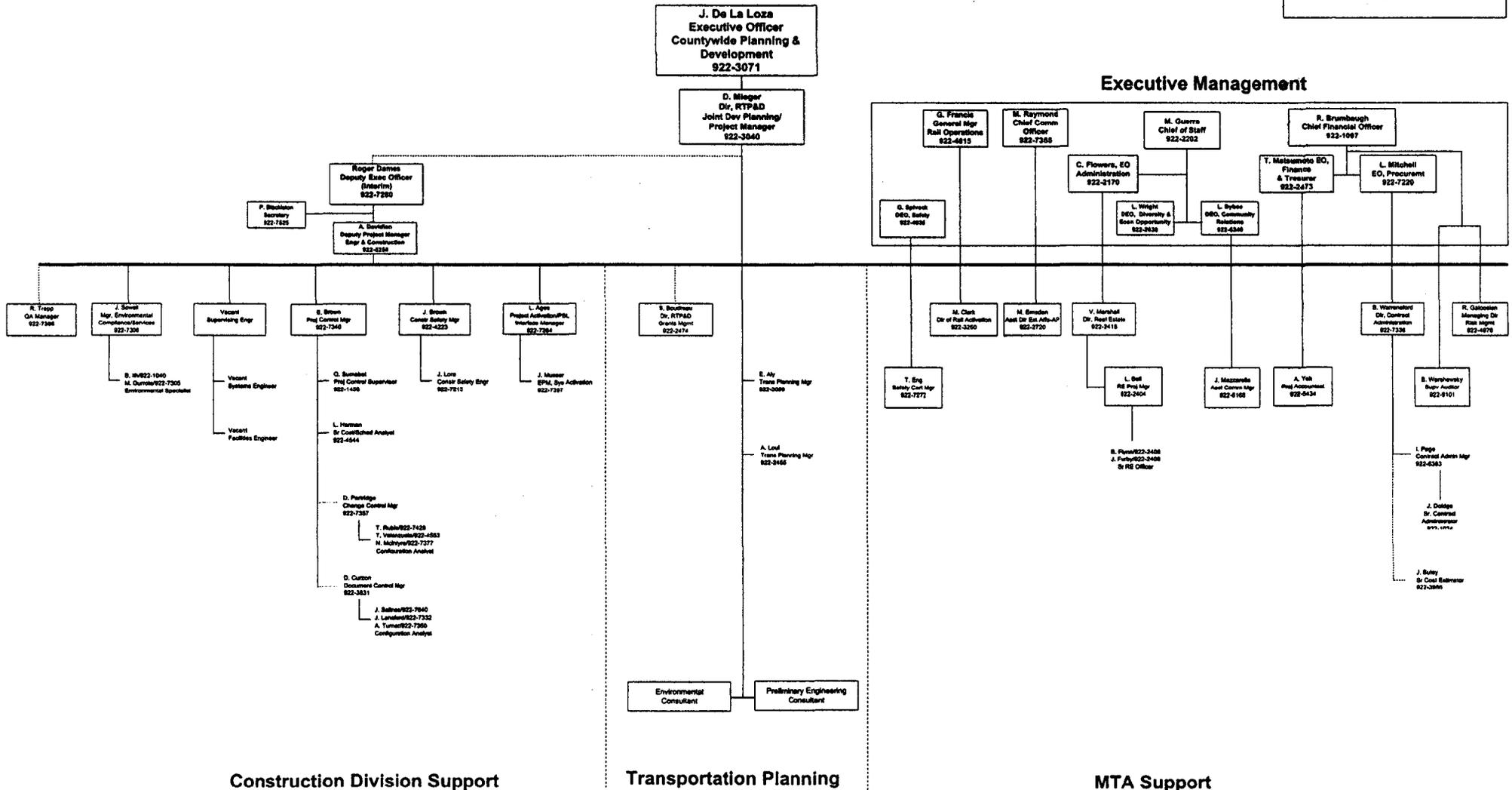
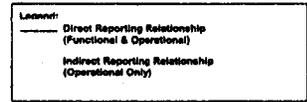
Construction Division MTA Support

SEGMENT 3 NORTH HOLLYWOOD EXTENSION

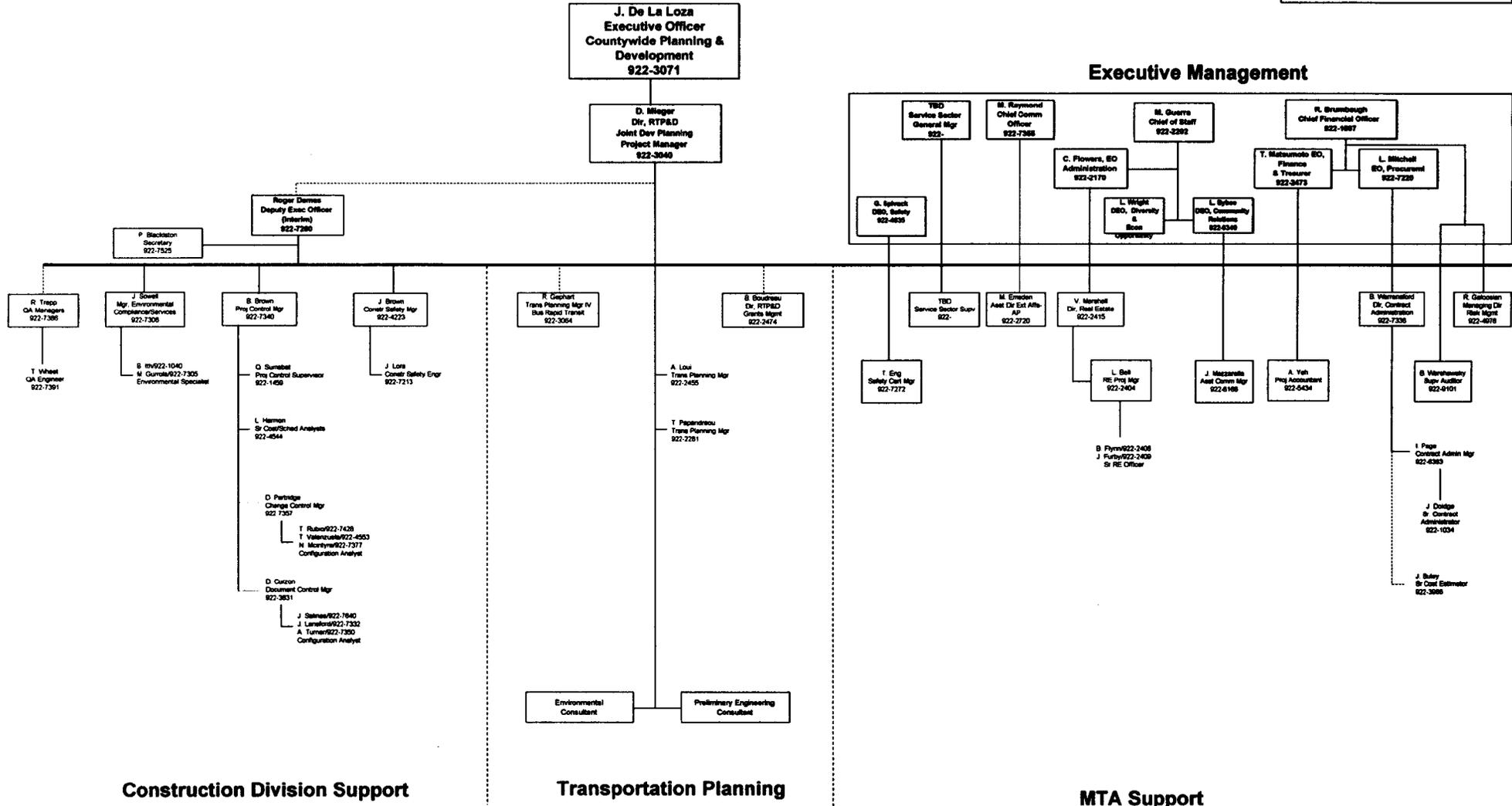
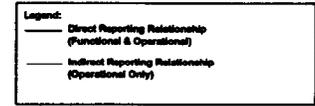


Construction Division MTA Support

EXPOSITION LIGHT RAIL TRANSIT PROJECT ENVIRONMENTAL/PRELIMINARY ENGINEERING PHASE



**WILSHIRE BUS RAPID TRANSIT PROJECT
ENVIRONMENTAL/PRELIMINARY ENGINEERING PHASE**



Construction Division Support

Transportation Planning

MTA Support

METROPOLITAN TRANSPORTATION AUTHORITY

**GOVERNMENT RELATIONS
2001/02 LOCAL, STATE AND FEDERAL LEGISLATIVE MATRIX
as of March 20, 2002**

LOCAL

PROPOSALS/ACTIONS	DESCRIPTION	STATUS
Interim West San Gabriel Valley Transportation Zone	In March 2001, the San Gabriel Valley Council of Governments recommended a nine-city area and unincorporated communities still served by the MTA, to approve a joint powers agreement for the Interim West San Gabriel Valley Transportation Zone. The cities and the county are being asked to provide \$150,000, out of a total \$400,000, to help fund phase 2 of a study to evaluate the feasibility of the zone. The balance of the funding will be provided by the COG.	<p>To date, the City of Alhambra and the City of Rosemead have not taken a formal position on this issue.</p> <p>The SGV Zone IJPA has completed the pre-application process and is mirroring the same processes as the SFV Zone. Most importantly, the SGV COG is open to the MTA's San Gabriel Valley Sector Plan, with particular interest of the governance process.</p> <p>The SGVZ IJPA unanimously approved a motion making recommendations for MTA's consideration of the structure and responsibilities that shall be delegated to the San Gabriel Valley Service Sector Governing Councils.</p>
San Fernando Valley Transportation Zone	On August 26, 1998, the Los Angeles City Council approved a motion to explore the feasibility of creating a transportation zone in the San Fernando Valley.	On December 11, 2001, the Los Angeles City Council approved a motion to extend the San Fernando Valley IJPA for an additional twelve months from December 31, 2001 to December 31, 2002 to complete the necessary zone analysis.

Deferred = bill will be brought up at another time; Chaptered = bill has become law; LA = Last Amended; Enrolled = bill sent to Governor for approval or veto

Note: "Status" will provide most recent action on the legislation and current position in the legislative process.

Changes are in bold

STATE ASSEMBLY

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
<p>AB-227 (Longville) (Dutra)</p> <p>LA 01/14/02</p>	<p>Sunsets the Governor's Transportation Congestion Relief Plan after six years and permanently allocates the sales tax to the Transportation Investment Fund.</p> <p>This bill was amended to deal with unclaimed property that escheats to the state.</p>	<p>Support if amended:</p> <p>No position.</p>	<p>07/02/01 In Committee: Hearing postponed by Committee.</p> <p>01/14/02 From Committee Chair, with author's amendments: amend, re-refer to Committee on Transportation. Read second time and amended.</p>
<p>AB 629 (Oropeza)</p> <p>LA 01/07/02</p>	<p>Requires transit buses operated by a public agency to be equipped with a 2-way communication device that enables drivers to contact the agency in the event of an emergency.</p>	<p>Support</p>	<p>01/29/02 In Assembly. Read third time. Passed Assembly. To Senate.</p> <p>02/07/02 To Senate Committee on Transportation.</p>

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BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
AB 630 (Oropeza) LA 01/24/02	This is a spot bill relating to MTA calling on the agency to achieve optimal transport service for the movement of goods and people on a countywide basis. This bill would require a study of security on transit in Los Angeles County.	Neutral on original bill. Work with author.	01/30/02 In Assembly. Read third time. Passed Assembly. To Senate. 02/07/02 To Senate Committee on Transportation.
AB 1039 (Oropeza) LA 01/08/02	This bill would remove the \$1 million cap in TDA funds that SCAG receives from the County Transportation Commissions. This bill would make it a crime to violate an ordinance, rule or regulation enacted by the MTA Board with regards to loitering and vandalism in or about transit facilities. <i>Assembly Member Rebecca Cohn has introduced AB 2184, which allows for the same action. The difference is that AB 2184 is statewide. Staff will recommend that the MTA Board take a support position on that bill at its March Board meeting. The sponsor of AB 2184 is the Santa Clara Valley Transportation Authority.</i>	Oppose	01/14/02 In Committee: set, second hearing. Hearing canceled at request of author. 02/04/02 From Committee: Filed with Chief Clerk pursuant to Joint Rule 56. Died pursuant to Art. IV, Sec. 10 (c) of the Constitution.
AB 1396 (Longville)	Would create an annual \$100 million Passenger Rail Improvement, Safety and Modernization Program. <i>On 02/25/02 Assembly Member Longville introduced AB 2788, which if approved by the voters of California, will enact the Passenger Rail Improvement, Safety, and Modernization Bond Act of 2002. Staff will recommend that the MTA Board take a support position on this bill at its April Board meeting.</i>	Support	05/31/01 In Committee: set, second hearing. 02/07/02 From Committee: Filed with Chief Clerk pursuant to Joint Rule 56. Died pursuant to Art. IV, Sec. 10 (c) of the Constitution.

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AB 2809 (Longville)	Clarifies, for purposes of the diesel fuel sales and use tax exemption, the definition of farming activities. To further clarify the intent of BOE Regulation 1533.2	Support	02/25/02 Introduced. 03/11/02 Referred to Committee on Revenue and Taxation.
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STATE SENATE

BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SBX3 10 (Sher)	Clarifies, for purposes of the diesel fuel sales and use tax exemption, the definition of farming activities. This bill would also make legislative findings and declarations relating to the state budget.	Support	03/14/02 To Committee on Appropriations. 03/14/02 From Committee: Do pass. Read second time. To third reading.
SB 18 (Alarcon) LA 01/23/02	Requires a study of the LACMTA Board composition and states that transit agencies should adopt a transit bill of rights.	Neutral	01/30/02 In Senate. Read third time. Passed Senate. To Assembly. 02/15/02 To Assembly Committee on Transportation.
SB 547 (Figueroa)	Would provide a tax credit to employers that provide subsidized transit passes to their employees.	Support	Withdrawn by author, 2-year bill.
SB 618 (Margett)	This bill repeals the authority of Caltrans to rank soundwall projects.	Work with Author, unless bill is not amended to reflect previously adopted policies.	03/07/01 To Senate Committee on Transportation. Withdrawn by author, 2-year bill.
SB 651 (Margett)	This bill would make technical, nonsubstantive changes in statute relating to the structure of the MTA Board.	Neutral-Work with Author, unless amended to conflict with previously adopted policies.	03/07/01 To Senate Committee on Rules. 02/04/02 Returned to Secretary of Senate Pursuant to Joint Rule 56.

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BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SB 829 (Karnette) LA 04/24/01	Would permanently dedicate the sales tax on gasoline for transportation purposes. This bill has been amended to remove the section that splits the revenue equally between STIP, local streets and roads, and the Public Transportation Account.	No position.	05/31/01 Set, first hearing. Held in Committee under submission. 02/04/02 Returned to Secretary of Senate Pursuant to Joint Rule 56.
SB 1195 (Romero)	Creates the Los Angeles County Metropolitan Transportation Authority Labor Relations Trust Fund in the State Treasury upon receiving notice of a strike or lockout. Any funding for MTA's programs, projects and services during a work stoppage would need to be approved by the State Auditor.	Oppose-Based on MTA Board prior opposition to identical bill AB 33.	03/27/01 to Senate Transportation Committee. Hearing is set for 04/17/01. 04/10/01 Withdrawn by author, 2-year bill.
SCA 3 (Karnette)	Would authorize capital, maintenance and operating costs for public mass transit vehicles as a purpose for which revenues from motor vehicle fuel taxes and motor vehicle fees and taxes may be expended.	Support	05/01/01 In Senate Committee on Transportation: Failed passage. 05/01/01 In Senate Committee on Transportation: Reconsideration granted.

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BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
SCA 5 (Antioch) (Torlakson) LA 02/13/02	<p>Authorizes a majority vote for the renewal or imposition of transportation sales taxes.</p> <p>This measure would authorize a county, a city and county, or the Metropolitan Transportation Commission with the approval of a majority of its voters voting on the proposition, to impose a special tax to fund transportation projects and services and that the tax be expanded to include smart growth planning.</p>	Support No position.	<p>08/27/01 Re-referred to Senate Committee on Appropriations.</p> <p>02/13/02 From Committee with author's amendments. Read second time, amended. Re-referred to Committee.</p>

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BILL/AUTHOR	DESCRIPTION	MTA POSITION	STATUS
Proposition 42	Proposes that the allocation of sales tax on gas to Transportation be a permanent allocation.	Support	March 2002 Ballot

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FEDERAL

BILLS/AUTHOR	DESCRIPTION	STATUS
<p>FY 2003 Transportation Appropriations Request</p>	<ul style="list-style-type: none"> • <u>\$40.5 million in Section 5309 New Starts-Discretionary Funding to complete funding of the Metro Rail North Hollywood extension.</u> This request completes the federal government's funding commitment for the final leg of this project. • <u>\$35 million in Section 5309 New Starts-Discretionary Funding for the Eastside Light Rail Project.</u> The \$35 million being requested for FY 2003 will be used for final design and construction of this project. The MTA is currently conducting final environmental reviews on the Eastside Light Rail Project. The MTA anticipates funding this project in part with the new starts balance committed to the Eastside under the MOS-3 Full Funding Grant Agreement. • <u>\$4.5 million in Section 5309 New Starts-Discretionary Funding for the Exposition Boulevard Light Rail Project from downtown Los Angeles to Santa Monica.</u> This funding is to assist in preliminary engineering on the Exposition Boulevard Light Rail Project. • <u>\$11.5 million for the MTA and \$15 million for Municipal Operators in Section 5309 Bus and Bus Related Discretionary Funding for the Metro Bus Program.</u> The MTA has made great progress in improving bus service in Los Angeles County, and is committed to continuing the expansion of the highly successful Metro Rapid Bus program and additional construction of two new bus divisions. The proposed \$11.5 million will greatly assist the MTA with: <ol style="list-style-type: none"> 1) \$5 million to purchase 14-15 Metro Rapid Buses 2) \$6.5 million for Metro Bus Divisions and Facilities Improvements to support service sector efforts 3) \$15 million for Municipal Operators capital bus purchases and facilities improvements; 	<p>In Progress.</p>

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BILLS/AUTHOR	DESCRIPTION	STATUS
	<ul style="list-style-type: none"> • \$5 million in Intelligent Transportation Systems (ITS) Program funding. This funding is for the implementation of the Regional Universal Fare System for the MTA and several municipal operators' service in Los Angeles County; and, • \$2 million in Reverse Commute/Jobs Access Program. As a member of the Los Angeles County's transportation and human services executive council, the MTA funding request will help implement a focused ridesharing matching program for employed Welfare-to-Work participants. 	

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COUNTY OF LOS ANGELES
OFFICE OF THE COUNTY COUNSEL

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LLOYD W. PELLMAN
County Counsel

Reply to:
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April 12, 2002

Renee Marler, Esq.
Regional Counsel, Region IX
FEDERAL TRANSIT ADMINISTRATION
201 Mission Street, Suite 2210
San Francisco, California 94105

Re: Quarterly Update on Status of Key Legal Actions

Dear Renee:

Attached please find the Los Angeles County Metropolitan Transportation Authority's quarterly update as of March 31, 2002, on the Status of Key Legal Actions Related to Federally Funded Projects.

Please call if you have any questions (213) 922-2520.

Very truly yours,

LLOYD W. PELLMAN
County Counsel

By 
ALAN K. TERAOKAWA
Principal Deputy County Counsel

AKT:ibm
Attachments

c: Steven Carnevale
Brian Boudreau
Jeff Christiansen
Frank Flores
Gladys Lowe
Leslie Rogers
Cindy Smouse ✓

Los Angeles County Metropolitan Transportation Authority
 Status of Key Legal Actions Related to Federally Funded MTA Projects
 Date as of March 31, 2002

CASE NAME	CASE NUMBER	GRANT NUMBER	NARRATIVE	CASE STATUS
Beauchamp, Larry, et al. v. LACMTA, et al.	CV 8 0402 CNB (BQRx)	ALL	Plaintiffs, disabled bus patrons, allege MTA and its contractor, Ryder/ATE, violated the ADA and section 504 of the Rehabilitation Act by failing to maintain bus wheelchair lifts and related equipment. Plaintiffs seek damages and an injunction requiring full and equal access.	All individual damage claims resolved. Case dismissed 05/30/01
Engineering Management Consultant ("EMC") v. MTA	BC207617	CA-03-0341, CA-90-X642 and CA-90-X575, CA-03-0392	Breach of contract case. EMC, the designer for the subway system, is suing MTA alleging breach of contract, breach of implied covenant of good faith and fair dealing and requesting declaratory relief on certain contract issues. MTA cross-complained for, among other things, breach of contract by EMC.	Complaint served 03/25/99. Currently in Discovery. Cross-complaint filed 5/99. Mediation date to be set.
Gerlinger (MTA) v. Parsons Dillingham MTA v. Parson Dillingham	BC150298, etc. BC179027	MOS-1 and CA-03-0341, CA-90-X642 MOS-1 and CA-03-0341, CA-90-X642	Qui Tam action. Concerns allegations of overbilling by MTA's construction Manager, Parsons-Dillingham ("PD"). County Counsel joined as prosecuting Authority for MTA. MTA has also filed its own lawsuit (BC 179027) against PD for breach of contract, fraud and accounting. In a related case, MTA filed suit against Parsons Dillingham for fraud and breach of contract in the performance of construction management services.	In Trial
Flores v. Access Service Inc., MTA, et al.	CV00-12188	ALL	Western Law Center for Disability Rights filed suit against Access Services Inc., the paratransit provider in Los Angeles County, alleging failure to provide comparable paratransit service in violation of the ADA. Previously Plaintiffs filed similar claims with FTA's OCR and OCR found no violation of the ADA.	Discovery; class certification granted

<p>Gonzalez, <u>et al.</u> v. MTA, et al.</p>	<p>CV96-2785JMI</p>	<p>ALL</p>	<p>Plaintiffs. MTA employees allege that the MTA Drug Policy's designation of their positions, pursuant to FTA Regulations, as safety sensitive subject to random testing, violates the US and CA Constitutions. On a motion by the MTA, the District Court dismissed the case, holding random testing of safety sensitive employees was constitutional. The 9th Circuit reversed and remanded the case for further action concluding that more information was necessary before a determination could be made as to whether the FTA Regulations had properly classified the positions. Since Plaintiffs' allegations shifted from a challenge to the MTA's Policy to a challenge to the underlying FTA Regulations, the FTA and DOT were joined as parties.</p>	<p>Summary Judgment granted to Plaintiff's, Notice of Appeal filed by MTA, DOT and FTA. Opening brief due 04/15/02.</p>
<p>Gonzalez, <u>et al.</u> v. MTA, et al.</p>	<p>CV97-5833JMI</p>	<p>ALL</p>	<p>In a second action, Plaintiff alleges she was discriminated and retaliated against and constructively discharged in violation of Title VII and the ADA because the MTA did not accommodate her religious beliefs and her disability, that she not be subjected to random drug testing. The MTA filed a motion to dismiss asserting, among other defenses, that the doctrine of res judicata barred the action. The District Court agreed and dismissed the action. Plaintiff appealed. Since this case had been dismissed pursuant the doctrine of res judicata, which no longer applies since the first case was remanded, parties agreed it also should be remanded and the District Court should consider the MTA's other grounds for dismissal. The Ninth Circuit agreed and remanded this case to District Court.</p>	<p>9th Circuit Affirmed in part (Dismissal of ADA claim) Reversed in part (Dismissal of Title VII claim) and Remanded for further proceedings.</p>

Hanneken v. MTA;	BC116625	CA-03-0341, CA-90-X642;	These cases involve owners, merchants and tenants who claimed damages caused by MTA construction. All of the cases except Weber have been settled by the MTA's insurance or have been litigated in favor of the MTA. Two cases are on appeal. Runyon Canyon property owners (<u>Weber</u>) claim a diminution in property values because of the presence of the Red Line Tunnels beneath their properties. There is an agreement to submit this case to a private trial. No trial date has been set.	Partially Settled.
Universal Hyundai v. MTA;	BC142385	CA-90-X575, CA-03-0392;		
Nhut Dang v. MTA;	BC153683	CA-03-0341, CA-90-X642;		
Hollywood Edgemont v. MTA;	BC148113	CA-03-0341, CA-90-X642;		
Weber v. MTA	BC163711	CA-90-X575, CA-03-0392		
Labor/Community Strategy Center v. MTA	CV94-5936TJH	ALL	On October 28, 1996, Federal Judge Terry Hatter approved a Consent Decree reached between the Authority and the class action plaintiffs. The Consent Decree provides for the Authority to: (i) reduce its load factor targets (i.e. the number of people who stand on the bus), (ii) expand bus service improvements by making available a net of 102 additional buses, (iii) implement a pilot project, followed by a Five Year Plan, to facilitate access to County-wide jobs, education and health centers, (iv) not increase cash fares for two years and pass fares for three years beginning December 1, 1996, after which the Authority may raise fares subject to certain conditions of the Consent Decree and (v) introduce a weekly pass and an off-peak discount fare on selected lines.	Parties in dispute over MTA's load factor compliance under consent decree. 9 th Circuit has affirmed district court order and Supreme Court denied petitioned for <u>certiorari</u> . Matter will be remanded to the special master for further determination.
LACMTA v. Neoplan	BC232584	ALL	MTA filed suit in June 00 against Neoplan, Cummins Engine Co., Cummins Distributing, Inc., <u>et al.</u> alleging breach of contract, negligence, etc. arising out of deficiencies in over 600 buses supplied to MTA since 95. The deficiencies have occurred in the series 4500, 4700, 6300 & 6700 buses. Deficiencies principally involve the power train. Defendants requested & obtained a change of venue to Orange Co., Ca.	Discovery





May 1, 2002

Metropolitan
Transportation
Authority

Mr. Leslie Rogers
Regional Administrator
Federal Transit Administration
Region IX
201 Mission Street, Suite #2210
San Francisco, CA 94105

One Gateway Plaza
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90012-2952

RE: MTA WORKERS' COMPENSATION QUARTERLY REPORT

Dear Mr. Rogers:

The following is a summary status report and discussion of efforts to improve safety and control the workers' compensation costs at the MTA in the third quarter of fiscal year 2002.

Status Report & Accomplishments

Safety's First Program

- Adopted the five-year Strategic Safety Management Plan and departmental Safety Action Plans (SAPs). The SAPs include specific safety performance measures by quarter and responsible individuals in each department or division.
- Initiated Local Safety Committees at each operating location. Local Safety Committees are being formed in partnership with the unions and will have the responsibility of reviewing local accidents, injuries and accident investigation processes; identifying hazards and unsafe practices; and implementing programs or new safety practices to reduce injuries, accidents and lost days.
- Continued the work of the Safety Steering Committee and the Gateway and Operations Tactical Committees. Met monthly with the Safety Oversight Committee to brief labor management on the safety program and to encourage their participation.
- Continued two-day safety skill building seminars for managers and supervisors. Over 650 staff have received the training to date. A new series of sessions for all line employees is being planned for roll out in June/July, continuing until all employees are trained.
- Incorporated safety into the performance based compensation instrument and performance factor descriptions. This instrument will be used for employee evaluations starting in FY03.

- Updated and improved the safety scorecard that will be used to evaluate the program's effectiveness on a monthly basis (Attachment B).
- Continued safety program kick-offs at all MTA divisions and locations.
- Fully implemented the Special Investigations Unit (SIU). The new SIU consists of a manager, two in-house investigators and a panel of private contract firms that will be utilized to conduct sub rosa investigations for the MTA. The panel will also provide the compensability investigations for the Claims Administration Unit. See Attachment C for further detail on the SIU's activities.
- Established a partnership with District Attorney's Fraud Investigation Unit and began planning a pilot program aimed at prevention of fraud.
- Hired the Injured Workers' Advocate.

Impacts of AB749

AB749, signed by the Governor, increases workers' compensation benefits and implements cost-saving reforms in the administration of the workers' compensation system starting on January 1, 2003. The legislation introduces the following workers' compensation benefit enhancements:

- The temporary disability benefit maximum (66.7% of pay) will increase from the current \$490 weekly to \$602 weekly for 2003. Most MTA employees will be eligible to receive the maximum benefit.
- The minimum permanent partial disability benefit has been raised from \$70 to \$100

The estimated FY03 workers' compensation expense, excluding the AB749 benefit increases but including cost reduction targets, is \$45.0M. The benefit improvements will add approximately \$4.6M, for a total of \$49.6M.

AB749 does include cost mitigation factors that have been omitted from this analysis because of the difficulties in estimation. These cost mitigation measures are as follows:

- Eliminates the treating physician presumption of correctness except where the physician is pre-designated
- Authorizes the creation of an outpatient fee schedule
- Establishes pharmacy cost controls
- Doubles fraud penalties
- Allows employers access to medical information in regard to the condition being claimed as industrial

NEXT STEPS

The MTA/Dupont team will continue implementation of the Safety Program. Tasks scheduled for the fourth quarter include the following:

- Complete all supervisor and manager safety skills building sessions; begin line employee level safety skills training
- Complete design/begin implementation of the fraud prevention pilot program
- Monitor implementation of the Safety Action Plans
- Incorporate safety into job descriptions for all newly posted positions
- Update the safety scorecard monthly
- Conduct monthly meetings of the Safety Program committees
- Continue roll out of the safety communications plan

Sincerely,



Roobik Galoosian
Managing Director, Risk Management

ATTACHMENTS

- A. Claims Report
- B. Safety's First Scorecard
- C. Special Investigations Unit (SIU)
Update on Activities

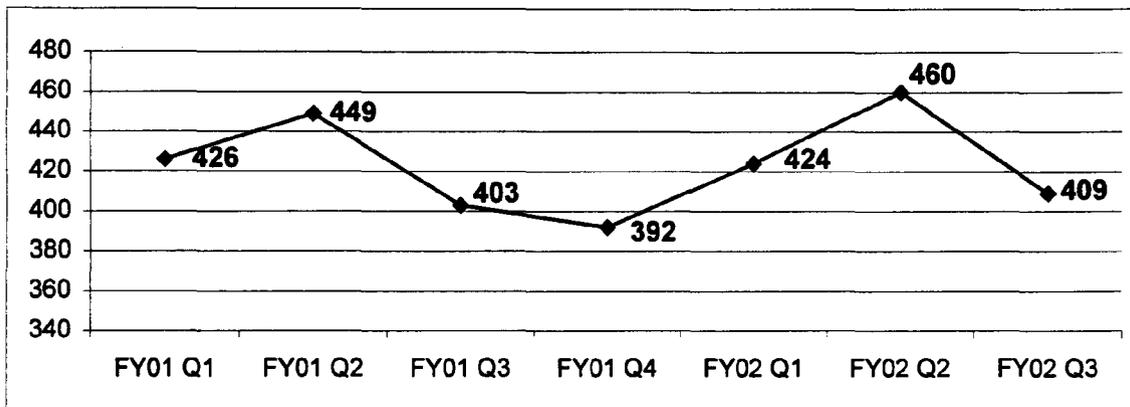
Claims Report

Average monthly new claims (222) were lower than both the average for the previous quarter (226) and the same period last year (258).

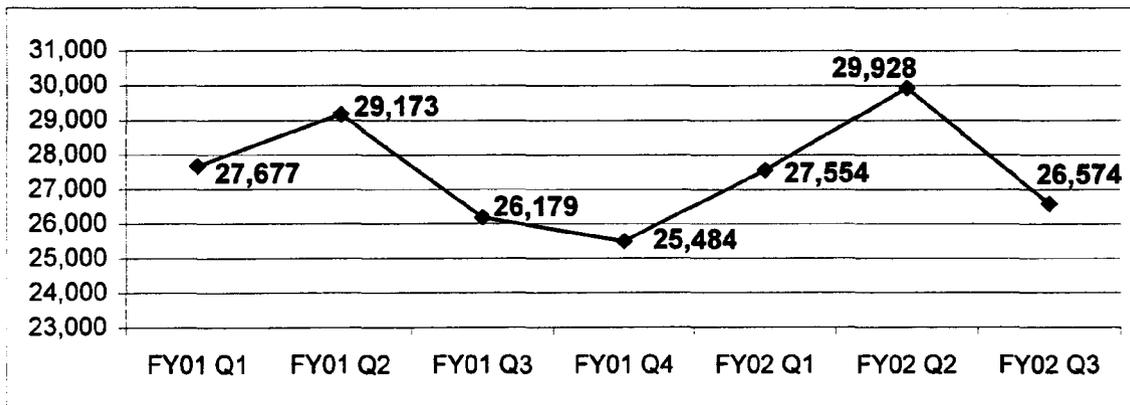
During the first nine months of fiscal year 2002, there were a total of 84,299 lost workdays due to on-the-job injuries, 1.5% higher than the same period last year (83,029).

The inventory of pre-Travelers self-insured claims decreased from 1,726 to 1,599, a decrease of 7.4%. Staff continues to monitor Travelers' handling of these claims to ensure cost effective and appropriate settlements.

Employees Out on WC



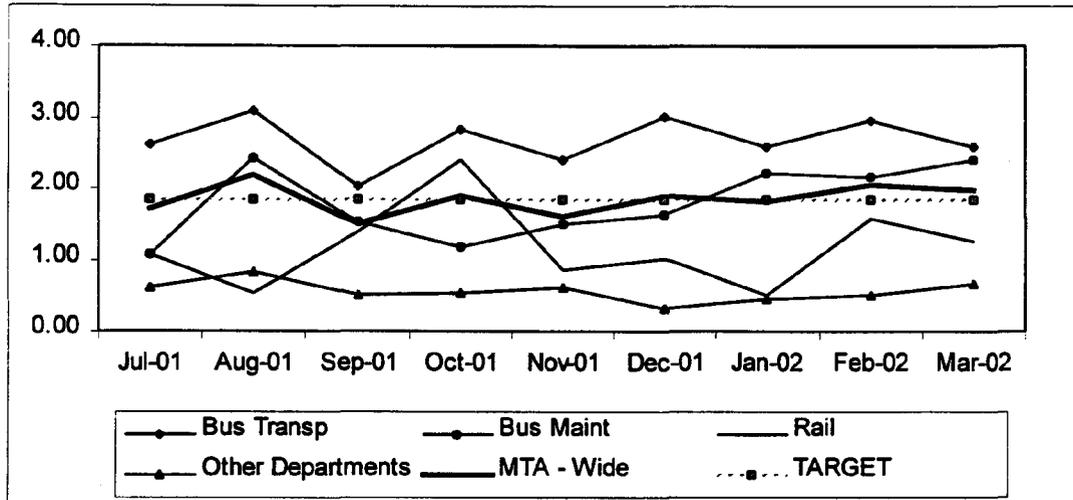
Lost Workdays Due to Occupational Injuries



ATTACHMENT B

Accident and Injury Scorecard Report

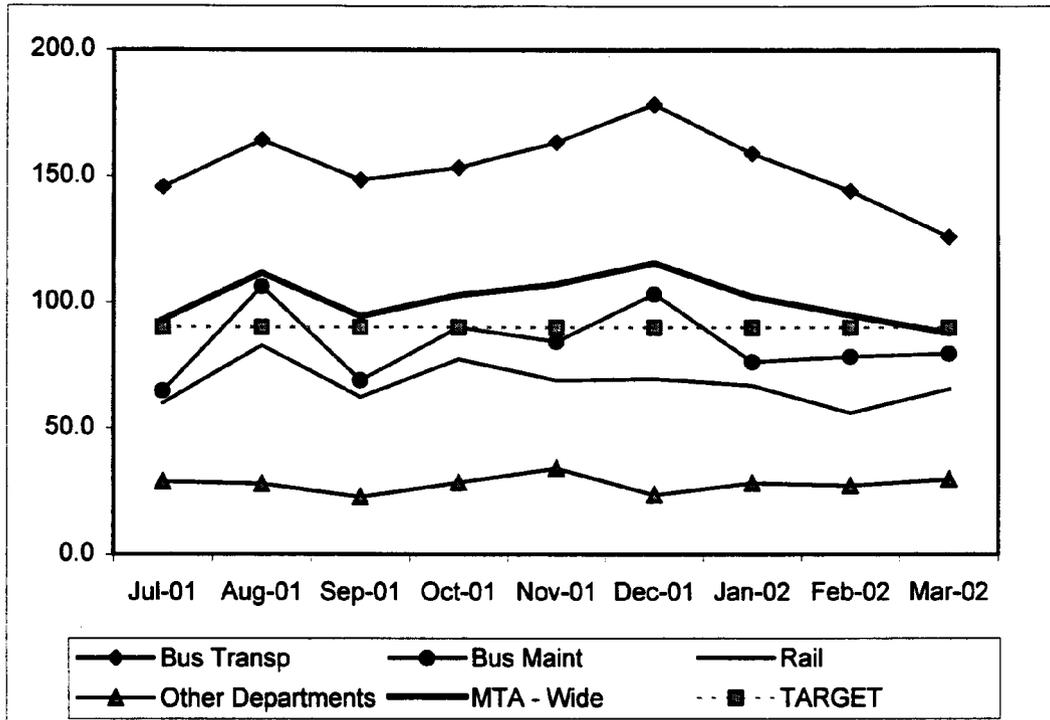
New Lost Work Time Claims Reported per 100 Employees



*Bus Maintenance Division data includes Facilities Maintenance and Regional Rebuild Center.

	Jul-01	Aug-01	Sep-01	Oct-01	Nov-01	Dec-01	Jan-02	Feb-02	Mar-02
Bus Trans	2.62	3.08	2.03	2.83	2.39	3.02	2.59	2.95	2.59
Bus Maint	1.08	2.44	1.51	1.18	1.48	1.64	2.20	2.15	2.40
Rail	1.06	0.53	1.39	2.39	0.85	1.02	0.51	1.58	1.24
Other Depart.	0.61	0.82	0.50	0.53	0.61	0.33	0.45	0.49	0.66
MTA - Wide	1.70	2.20	1.50	1.90	1.60	1.90	1.82	2.06	1.97

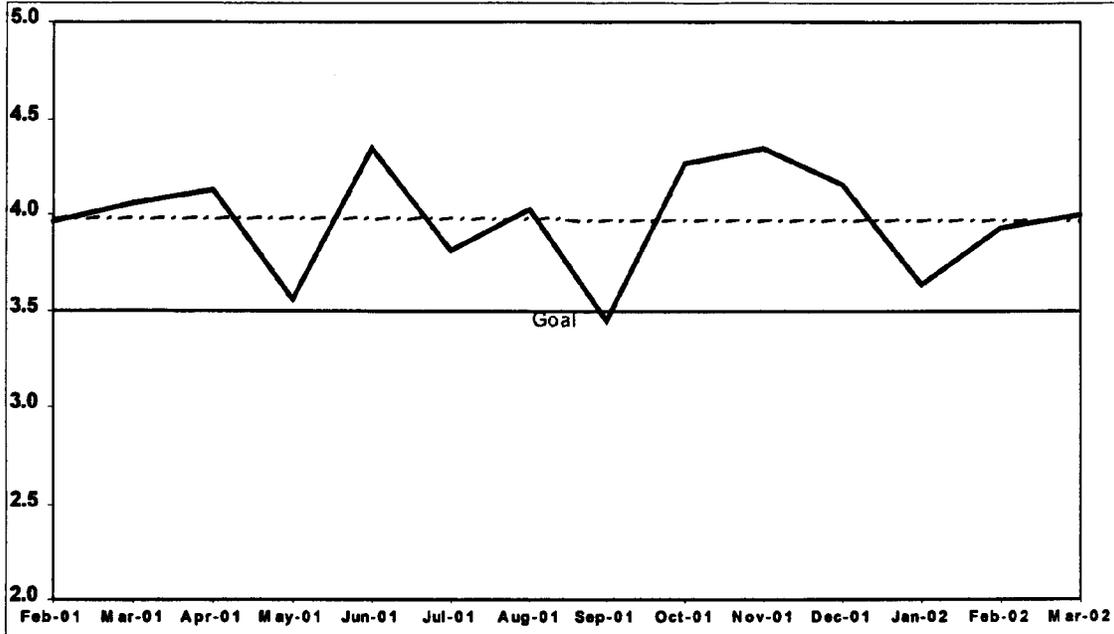
Lost Work Time Days per 100 Employees



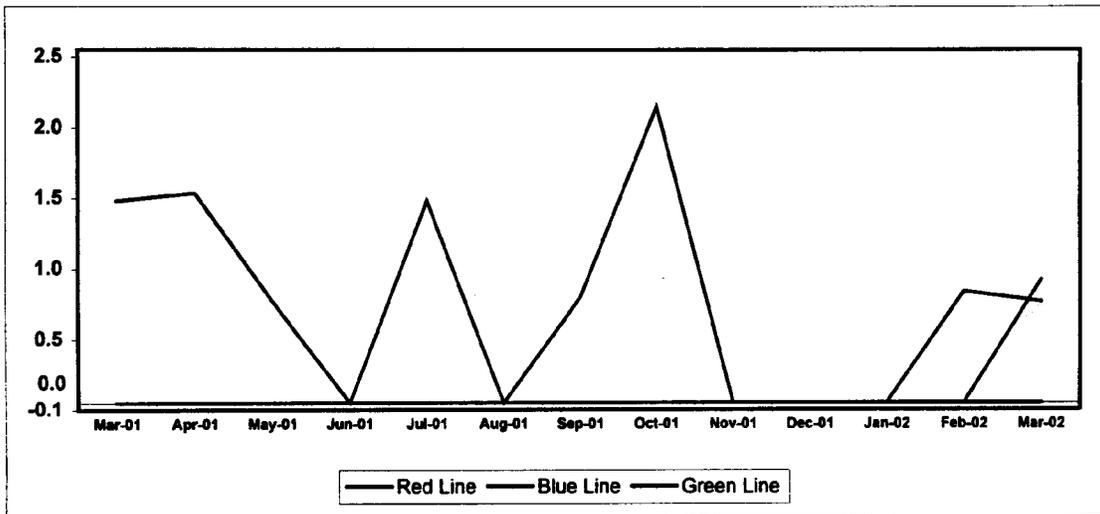
* Bus Maintenance Division data includes Facilities Maintenance and Regional Rebuild Center.

	Jul-01	Aug-01	Sep-01	Oct-01	Nov-01	Dec-01	Jan-02	Feb-02	Mar-02
Bus Trans.	145.7	164.2	148.5	153.4	163.6	178.5	159.1	144.5	126.1
Bus Maint	64.8	106.2	68.9	90.0	84.4	103.3	76.4	78.5	79.7
Rail	60.0	82.8	62.2	77.4	69.1	69.7	67.0	56.1	65.6
Other Depart.	28.7	27.9	22.6	28.3	34.0	23.5	28.2	27.3	29.6
MTA - Wide	93.0	111.6	94.4	102.8	107.2	115.7	102.3	95.0	87.9

Bus Accidents per 100,000 Hub Miles



Rail Accidents per 100,000 Train Miles



**Special Investigations Unit (SIU)
Update On Activities**

January through March 2002 was the first full quarter of operation for MTA's newly formed Workers' Compensation Special Investigations Unit (SIU). Prior to January 2002, the SIU was the responsibility of the MTA Contract Claims Administrator/Insurance carrier. A recent reorganization has located the SIU Unit within the new Corporate Safety Department.

The following activities, undertakings and accomplishments occurred in the third quarter of FY 2002, January 1, 2002 through March 2002:

- The draft of the MTA SIU procedures was completed. (*Currently under review by County Counsel*).
- The Workers' Compensation Fraud and Abuse Hot Line was installed and is currently operational.
- A draft announcement for the new Hot Line is under review by County Counsel.
- The SIU participated in meetings with County Counsel, the Los Angeles District Attorney's Workers' Compensation Fraud Unit, and the California Department of Insurance, Workers' Compensation Fraud Unit. The goal of these meetings is to develop a memorandum of understanding (MOU) between the Agencies designed to effectively tackle the overall goal of decreasing workers' compensation fraud and abuse at the MTA.
- The SIU participated in the newly formed MTA Workers' Compensation Fraud Committee. Participants are County Counsel, the Inspector General's Office, the Los Angeles District Attorney's Office, the Department of Insurance, Risk Management and the SIU. The committee meets monthly to discuss policy and strategy considerations.
- The SIU launched its SIU/Operations Liaison Program by initiating contact with the transportation and maintenance managers at each division. (*The divisions are the initial step; the program will encompass all departmental managers during the year*). Meetings have been underway at divisions with managers and their supervisory staff. The goal of this contact is to introduce ourselves, outline what we can do for the divisions and what they can do to assist us. Close liaison between the SIU and MTA managers is vital to the success of the SIU.
- The SIU participated on the review committee to select and recommend for award, eight private investigative contractors who will provide AOE/COE and sub rosa investigative services for the Authority. The MTA Board authorized award of these contracts at the March Board meeting. The contracts will be executed effective May 1, 2002.

➤ As of March 31, 2002, seventeen (17) cases have been referred to the SIU:

13 continue to be under investigation and four are closed, as follows:

1 investigation was completed with a finding of no fraud or abuse

1 case was determined to be an exacerbation of a Travelers case & Traveler's denied the claim.

1 case revealed no evidence of fraud and employee voluntarily terminated.

1 case revealed possible malingering, initiating the following actions:

- ✓ A 'Suspected Fraudulent Claim Report' (SFC) was forwarded to the Office of the District Attorney's and to the Department of Insurance as required by law;
- ✓ Surveillance video of the claimant was presented to the treating physician causing the physician to return the employee to work; and
- ✓ A report was provided to Employee Relations for any appropriate disciplinary action.

The SIU continues to pre-investigate cases, as appropriate, prior to assigning them to a contract firm. This process allows the SIU to provide the contract firm with a more complete case file and allow for a more focused task. This effort is expected to result in both contract cost savings and with a more focused and effective investigation.



**ADVANCED LAND ACQUISITION PROGRAM (ALAP) PARCELS
METRO RAIL PROJECT - MOS-2 and MOS-3
CA-90-0022**

STATUS REPORT AS OF 03/31/02

**Parcel A1-250/Wilshire Vermont Station
Wilshire/Western Station**

Staff issued a joint MTA/CRA RFP for development of Wilshire/Western. Staff also issued an RFP for an independent joint development of Wilshire/Vermont. Submittals received on Wilshire/Western were reviewed by staff. The Board approved staff's recommendation to enter exclusive negotiations with Wilshire Entertainment Center, LLC. The Exclusive Negotiations Agreement has been executed and negotiations are on-going. An RFP was issued on Wilshire/Vermont that requires that all submittals incorporate a middle school. Respondents have the alternative to propose building the middle school on an alternative site, if they control that site. The MTA received several submittals that the MTA and LAUSD are reviewing.

B-102 and B-103 - Temple Beaudry

Operations has requested that this site be retained while funding is identified for a downtown bus layover. No further action has been taken to dispose of the site.

A1-300 and A2-301 - Wilshire/Crenshaw

The Environmental Impact Statement/Report (EIS/EIR) for the Mid-City/Westside Transit Corridor Study is currently being prepared. The EIS/EIR is evaluating a peak period exclusive bus lane along Wilshire Boulevard between the Wilshire/Western Metro Red Line Station and downtown Santa Monica. The bus rapid transit project is proposed to include a transit station and public parking at Wilshire/Crenshaw. The results of the Draft EIS/EIR were presented to the MTA Board in June 2001. The Final EIS/EIR is scheduled to be brought to the MTA Board in May or June 2002. In the interim, the site will continue to be leased to the Los Angeles Unified School District on a month-to-month interim basis.

A2-362 - Wilshire/La Brea

The corridor study discussed above includes the Wilshire/LaBrea site as a potential station for the busway alternative. No action will be taken on this parcel until the Mid-City Westside Transit EIR/EIS is approved.

**Parcels A4-755, A4-765, A4-767, A4-772, A4-774, A4-761 - Universal City Station
C4-815 - North Hollywood Station**

MTA staff submitted a report to the Board recommending authorization for the CEO to execute an Exclusive Negotiation Agreement with Legacy-Olson in November 2001. The Board recommended that staff develop a coordinated area plan. Staff anticipates resubmitting the report to the Board in May 2002.

An RFP offering the Universal City Station will be prepared at a later date.

**LACMTA EXCESS REAL PROPERTY
METRO RAIL PROJECT - MOS-1
CA-03-0130**

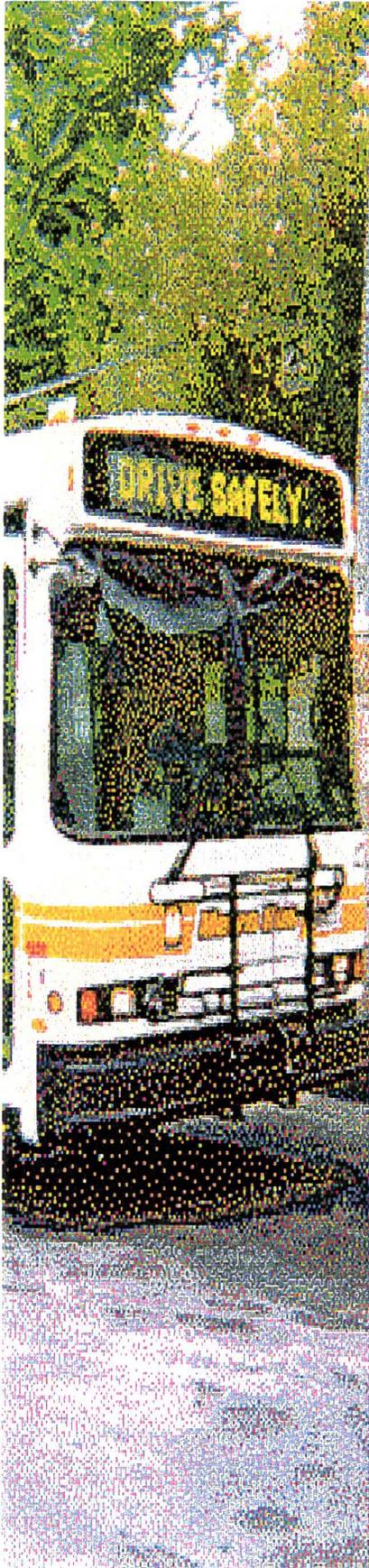
1. Parcels A1-015, A1-016,

Parcels A1-015 and A1-016 are designated as a temporary soil storage site in support various construction projects. It is used to store excavated soils pending environmental testing from operational divisions and the rail construction projects. The parcels will also be used for this purpose during pending new transit projects and are expected to continue to be used in support of MTA operations.

2. Parcel A1-209, A1-211, A1-220, A1-221/225, A1-222 and A1-224 - Alvarado Station

The exclusive negotiation agreement expired. Staff is currently exploring alternative strategies for the project site.

**TRANSIT OPERATIONS
PERFORMANCE REPORT**



**Transit Operations Performance Report
for
March 2002**

Prepared by:

Los Angeles County
Metropolitan Transportation Authority
Transit Operations Division



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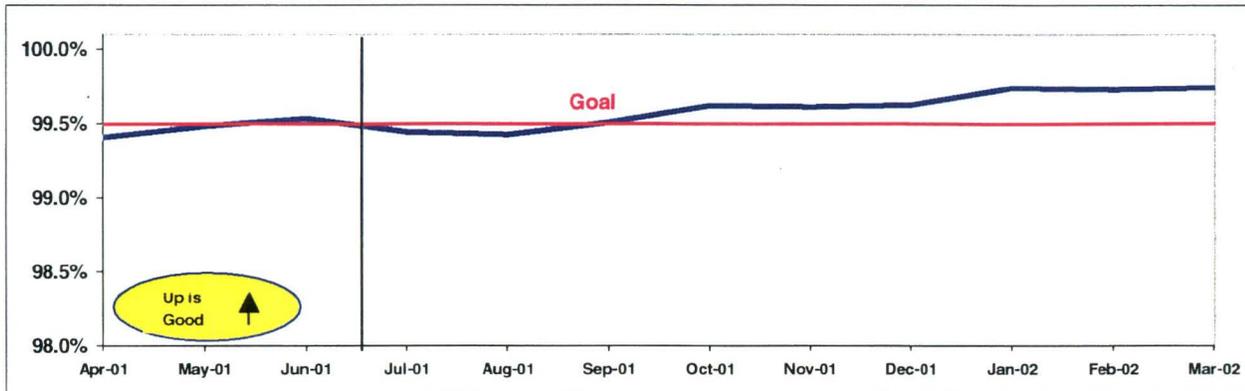
BUS SERVICE PERFORMANCE

ON-TIME PULLOUT PERCENTAGE

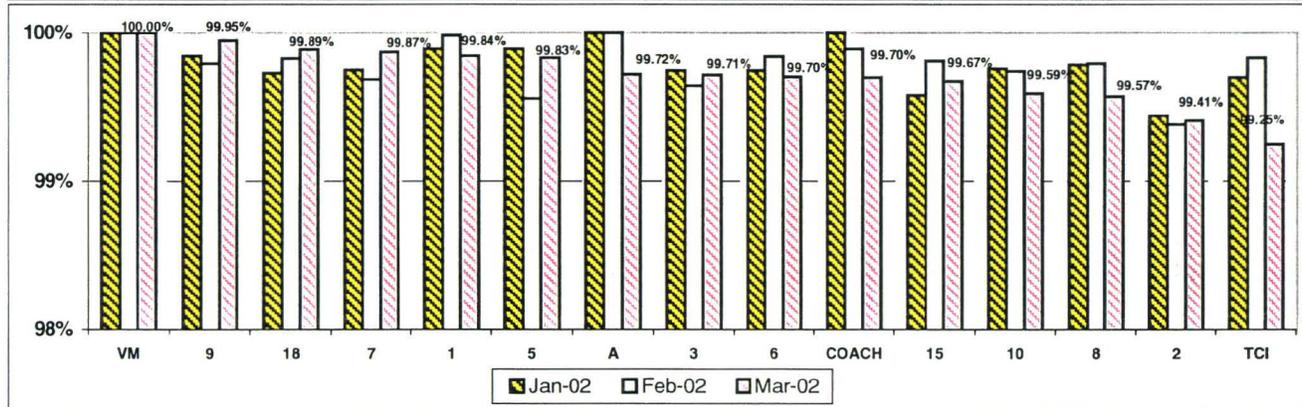
Definition: On-time Pullout Performance measures the percentage of buses leaving the operating division within one minute of the scheduled pullout time. The higher the number, the more reliable the service.

Calculation: $OTP\% = [(100\% - ((\text{Total late and cancelled runs} / \text{by Total scheduled pullouts}) \times 100))]$

OTP - Systemwide Trend



OTP by Bus Operating Divisions - Sorted From Best to Worst Performance January - March 2002



Outlates & Cancellations by Division

Div.	Sched. Pull-Outs	CANCELLATIONS		OUTLATES		% Total Outlates & Cancellations	ON-TIME PULL-OUT RATE	REASONS FOR OUTLATES and CANCELLATIONS		
		Number	% of Pull-outs	Number	% of Pull-outs			No Operator Available	Bus Mechanical Failure	Other
1	5782	0	0.00%	9	0.16%	4.92%	99.84%	0	7	2
2	5556	0	0.00%	33	0.59%	18.03%	99.41%	0	32	1
3	6660	0	0.00%	19	0.29%	10.38%	99.71%	3	15	1
5	6532	0	0.00%	11	0.17%	6.01%	99.83%	0	10	1
6	2016	0	0.00%	6	0.30%	3.28%	99.70%	2	4	0
7	7882	0	0.00%	10	0.13%	5.46%	99.87%	2	8	0
8	5131	0	0.00%	22	0.43%	12.02%	99.57%	0	19	3
9	5768	1	0.02%	2	0.03%	1.64%	99.95%	1	2	0
10	8794	0	0.00%	36	0.41%	19.67%	99.59%	3	29	4
15	7358	1	0.01%	23	0.31%	13.11%	99.67%	0	23	1
18	8881	0	0.00%	10	0.11%	5.46%	99.89%	0	8	2
TOTAL	70360	2	0.00%	181	0.26%	100.00%	99.74%	11	157	15

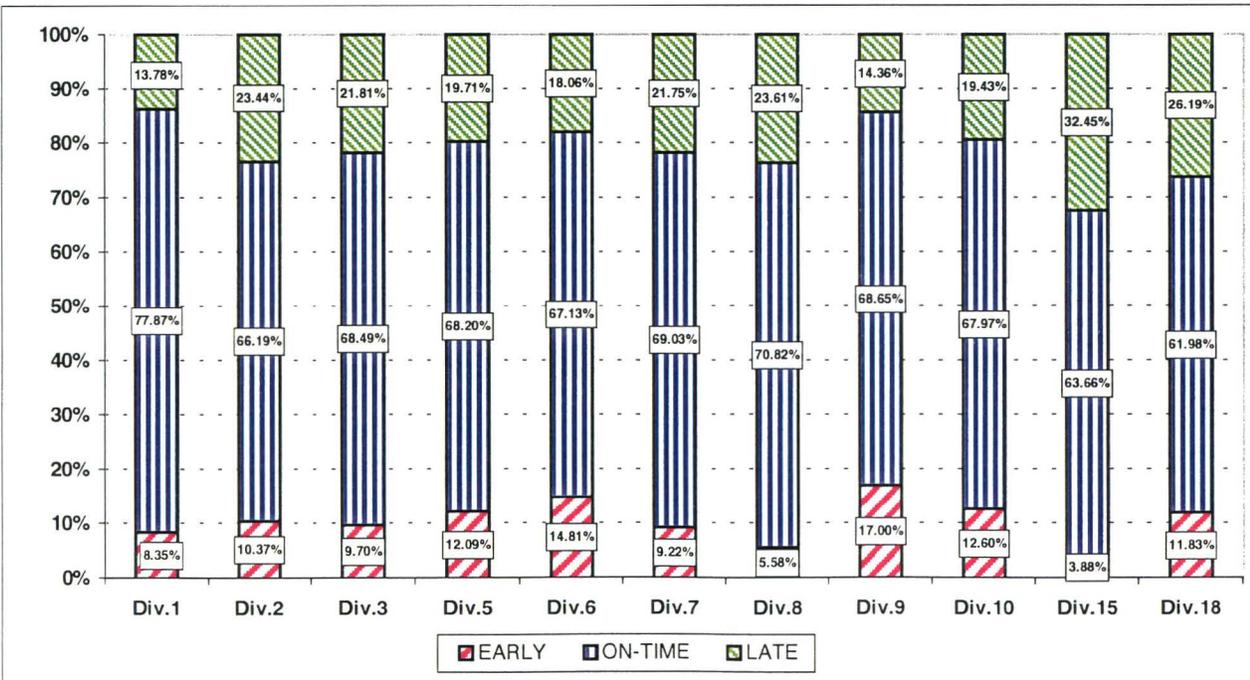
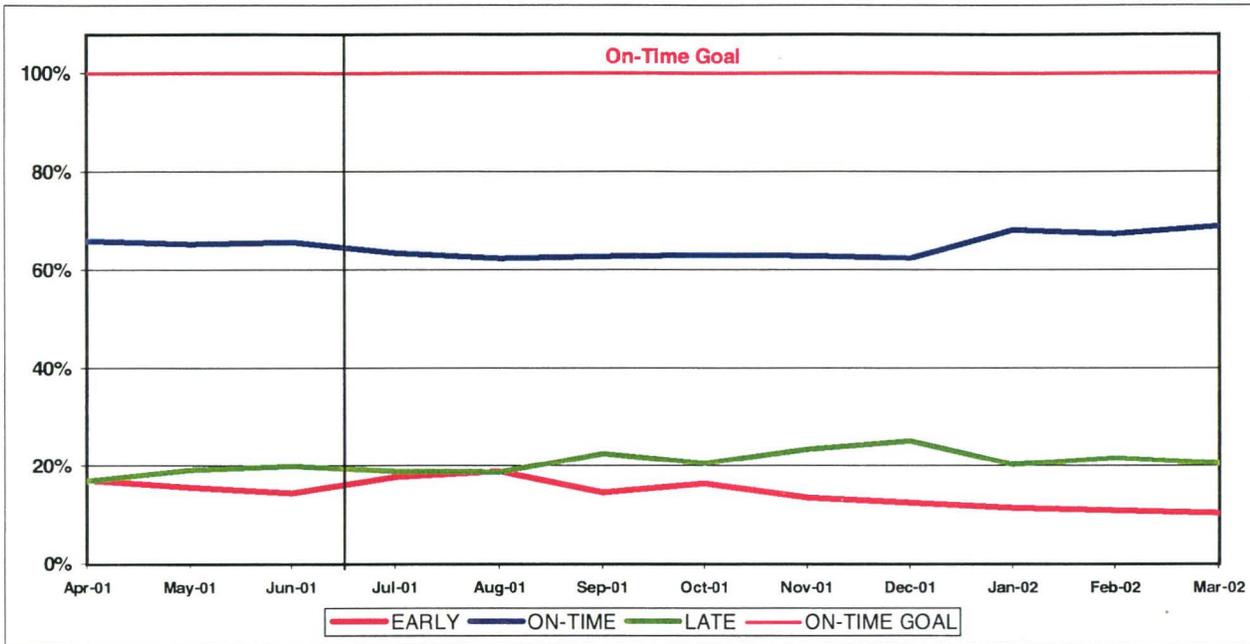
IN-SERVICE ON-TIME PERFORMANCE

Definition: This performance indicator measures the percentage of scheduled buses that depart selected time points no more than 1 minute early and no more than five minutes later than scheduled.

Calculation: $ISOTP\% = 1 - ((\text{Number of buses departing early} + \text{Number of buses departing more than five minutes late}) / (\text{Total buses sampled}))$

Systemwide Trend

**Bus Operating Divisions
ISOTP - 1 Minute Tolerance for Running Hot**

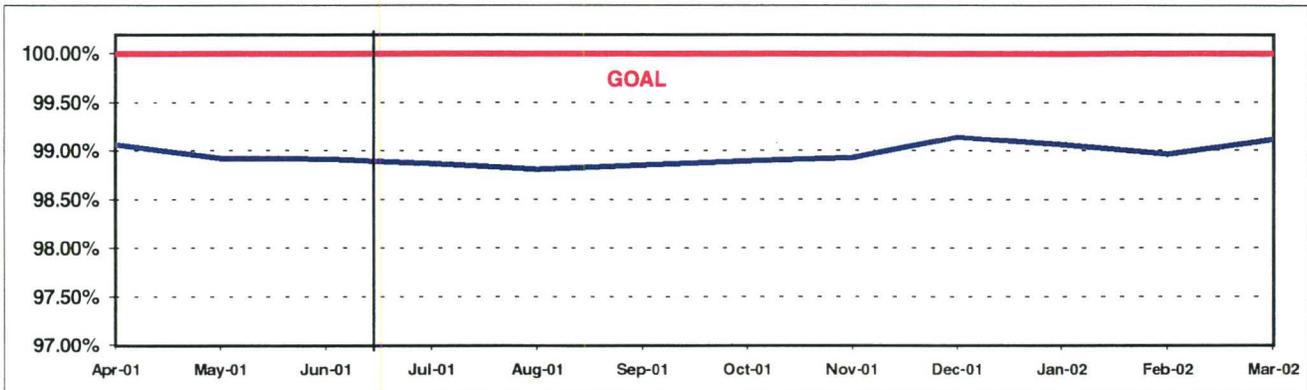


SCHEDULED REVENUE SERVICE HOURS DELIVERED

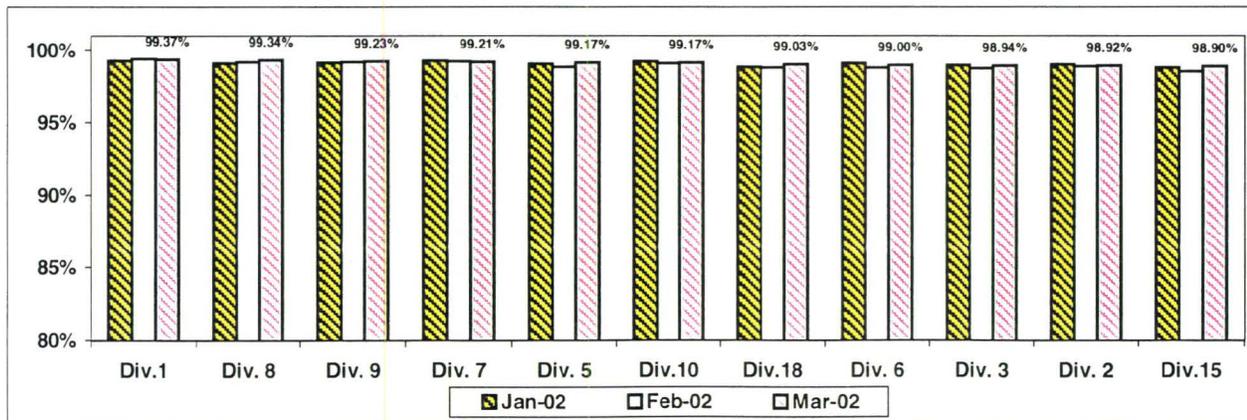
Definition: This performance indicator measures the percentage of scheduled Revenue Service Hours delivered after being offset by cancellations, outlates and in-service equipment failures.

Calculation: $SRS\% = \frac{\text{Total Scheduled Service Hours} - \text{Lost Revenue Service Hours} + \text{Recovered Service Hours}}{\text{Total Scheduled Service Hours}}$

Systemwide Trend



Performance Year-to-Date Compared To Last Year			
SRSHD	FY01	FY02-YTD	Variance
Division 1	99.03%	99.24%	0.21%
Division 2	98.56%	98.75%	0.19%
Division 3	98.84%	98.93%	0.10%
Division 5	98.86%	99.02%	0.15%
Division 6	98.61%	98.96%	0.35%
Division 7	99.06%	99.13%	0.06%
Division 8	99.14%	99.21%	0.06%
Division 9	99.10%	99.12%	0.02%
Division 10	98.96%	99.16%	0.20%
Division 15	98.53%	98.46%	-0.07%
Division 18	98.53%	98.86%	0.33%
Systemwide	98.84%	98.97%	0.13%

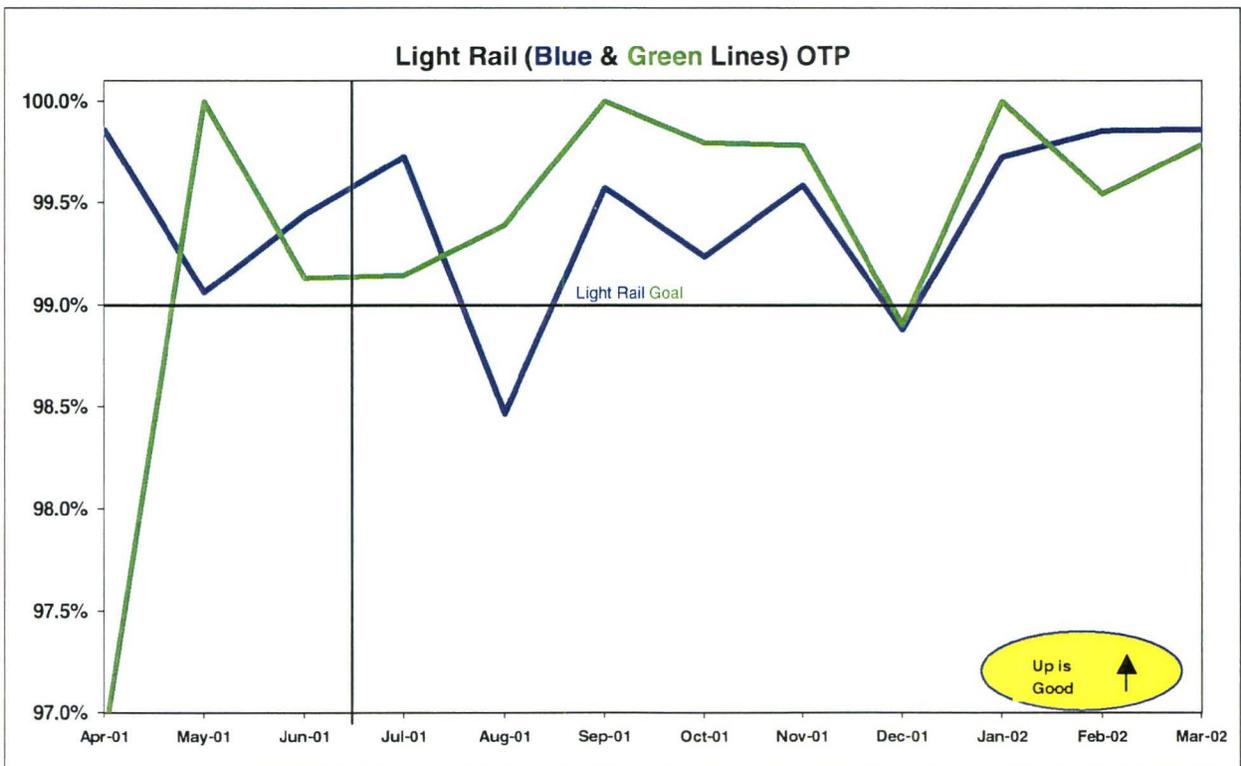
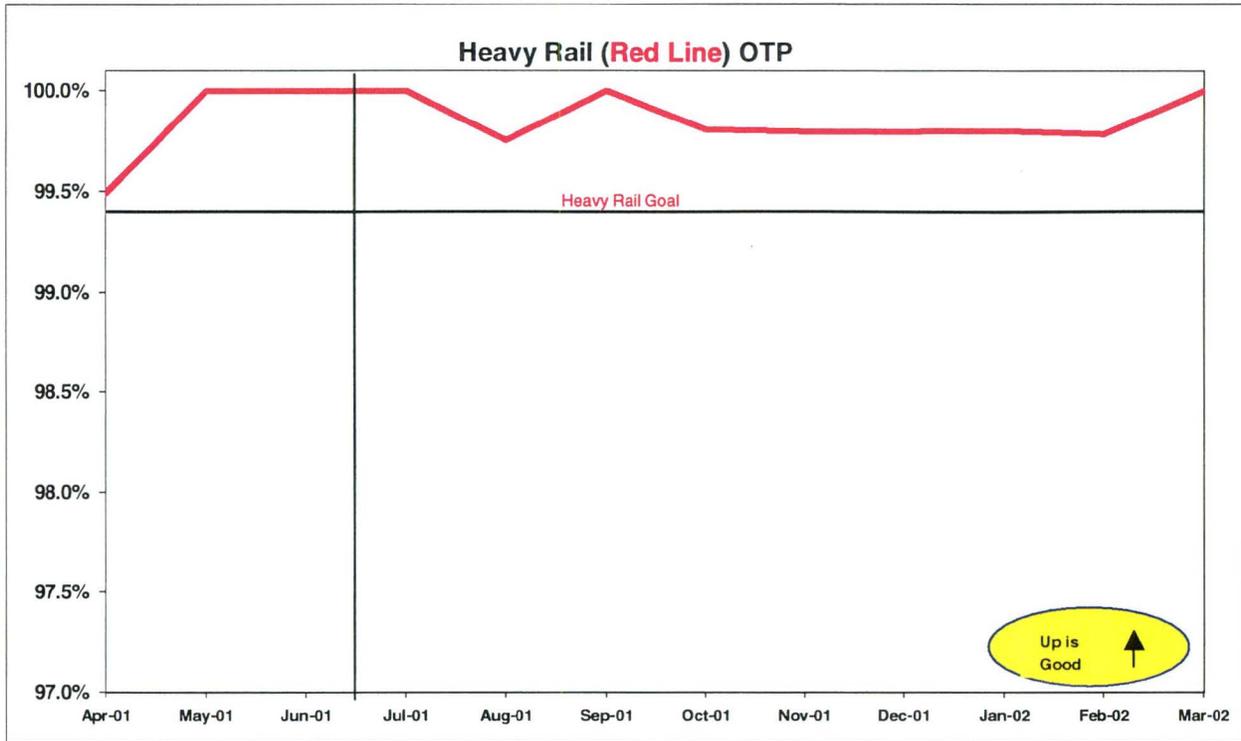


RAIL SERVICE PERFORMANCE

ON-TIME PULLOUTS

Definition: On-time Pullouts measures the percentage of trains leaving the yard within ninety seconds of the scheduled pullout time. The higher the number, the more reliable the service.

Calculation: $OTP\% = [(100\% - ((\text{Total cancelled pullouts plus late pullouts}) / \text{by Total scheduled pullouts}) \times 100]$

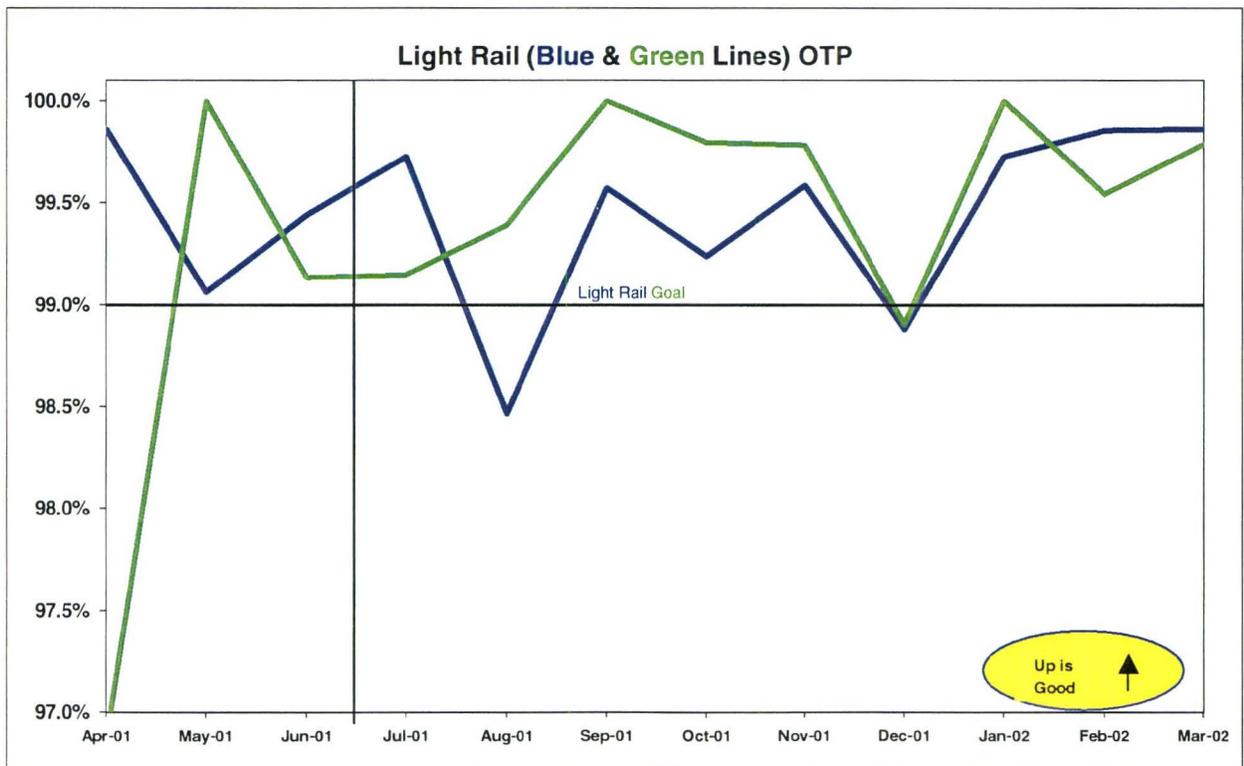
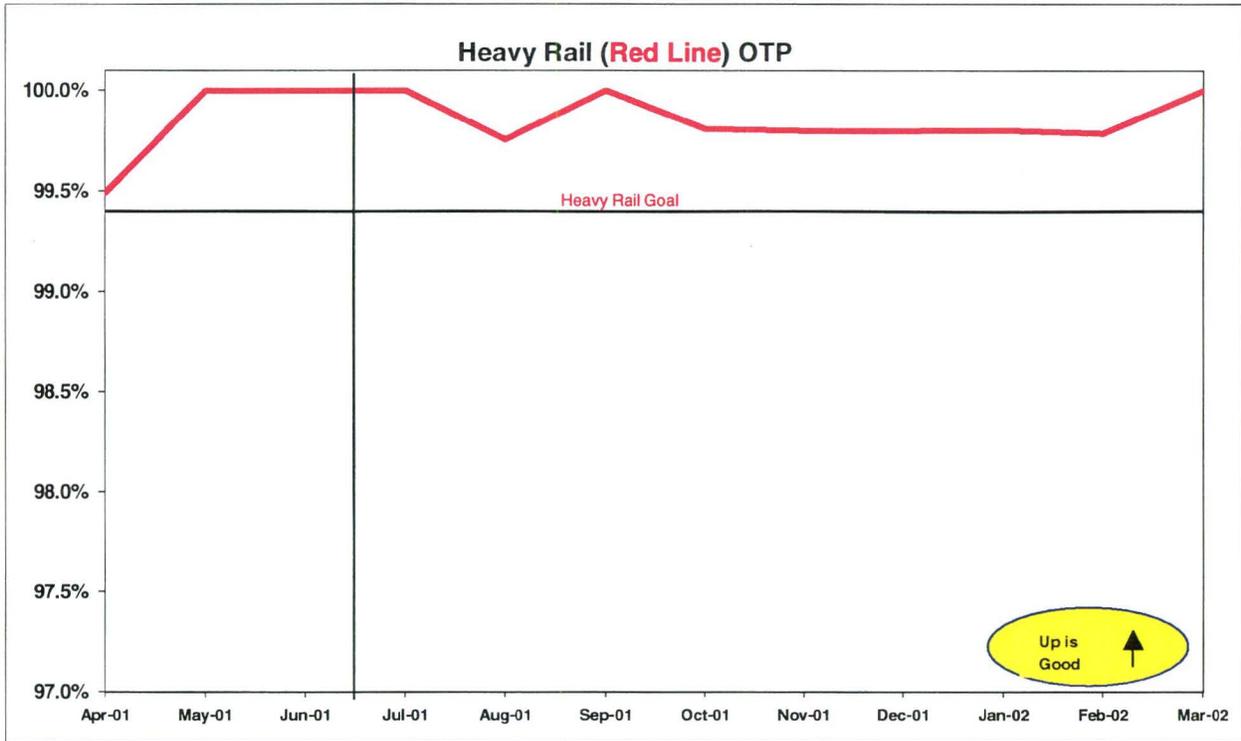


RAIL SERVICE PERFORMANCE

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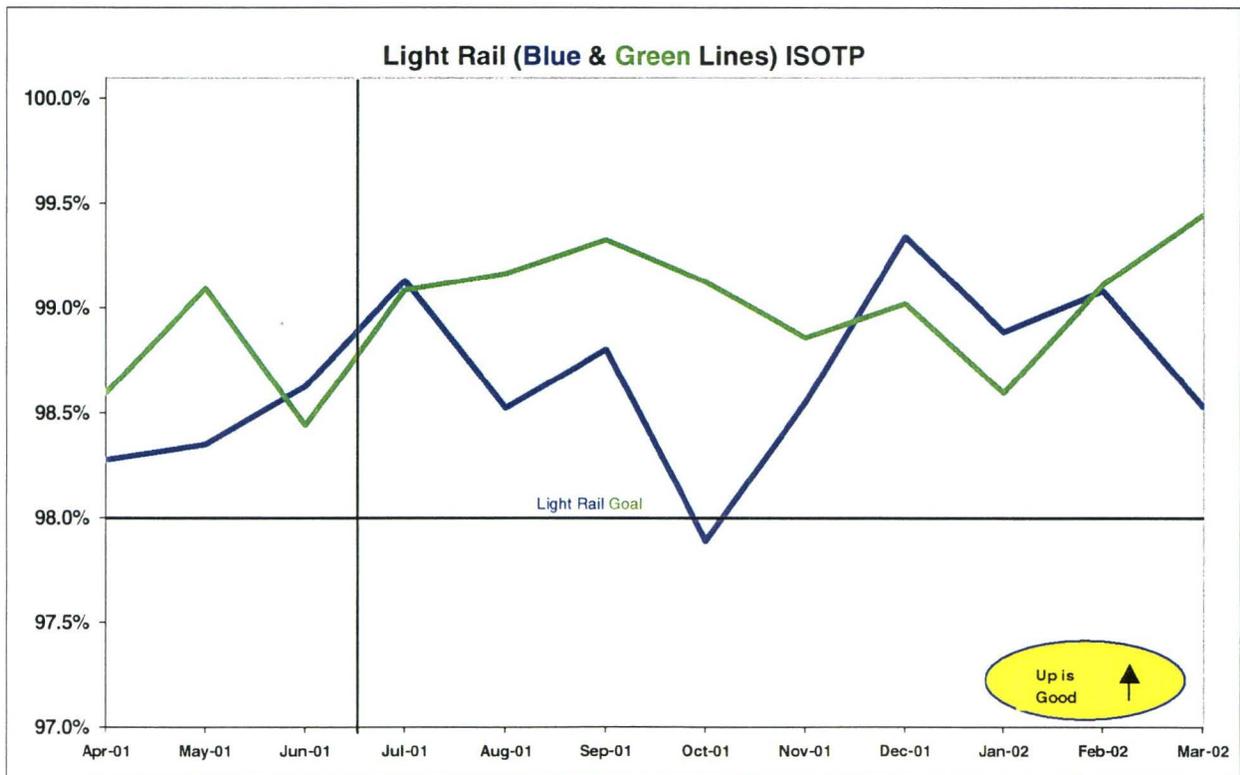
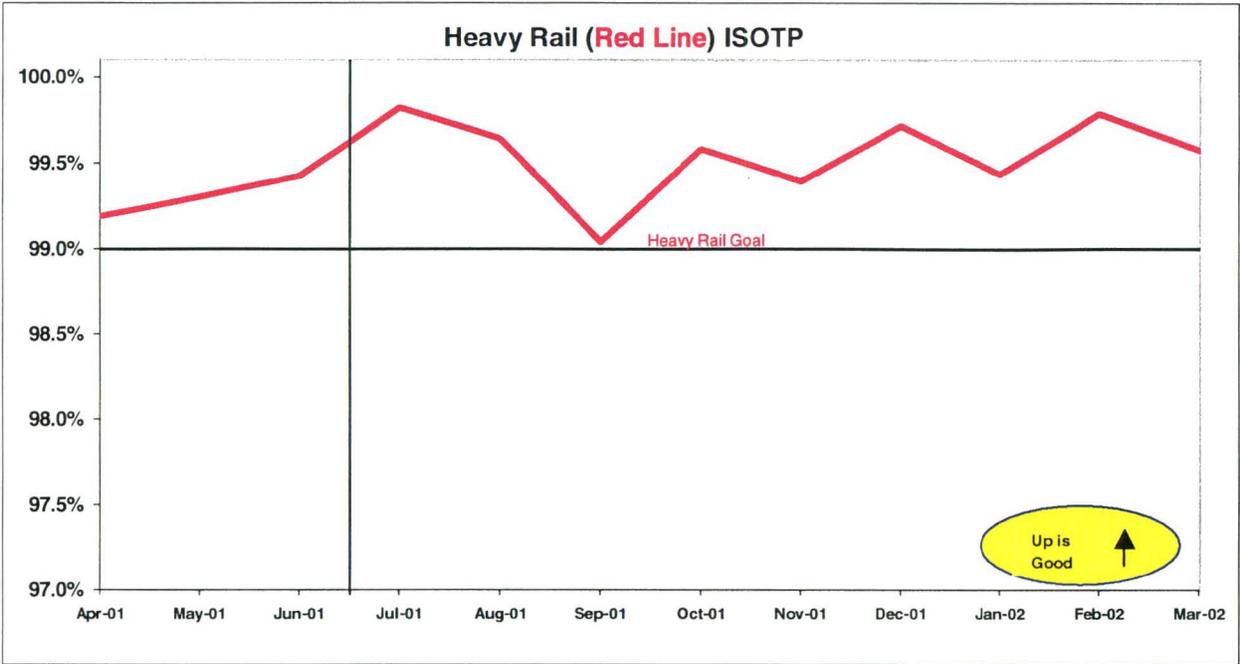


RAIL SERVICE PERFORMANCE - Continued

IN-SERVICE ON-TIME PERFORMANCE

Definition: In-Service On-Time Performance measures the percentage of trains leaving all timecheck points on any run no earlier than thirty seconds, nor later than 5 minutes of the scheduled time. The higher the number, the more reliable the service.

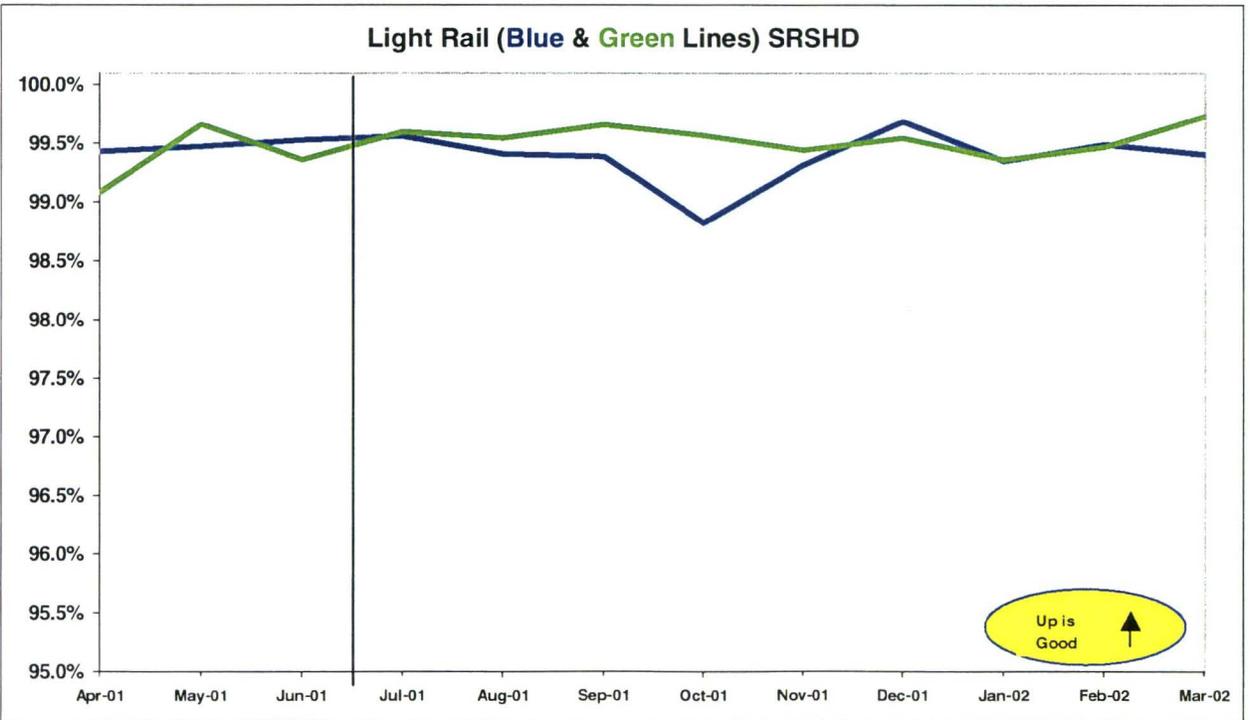
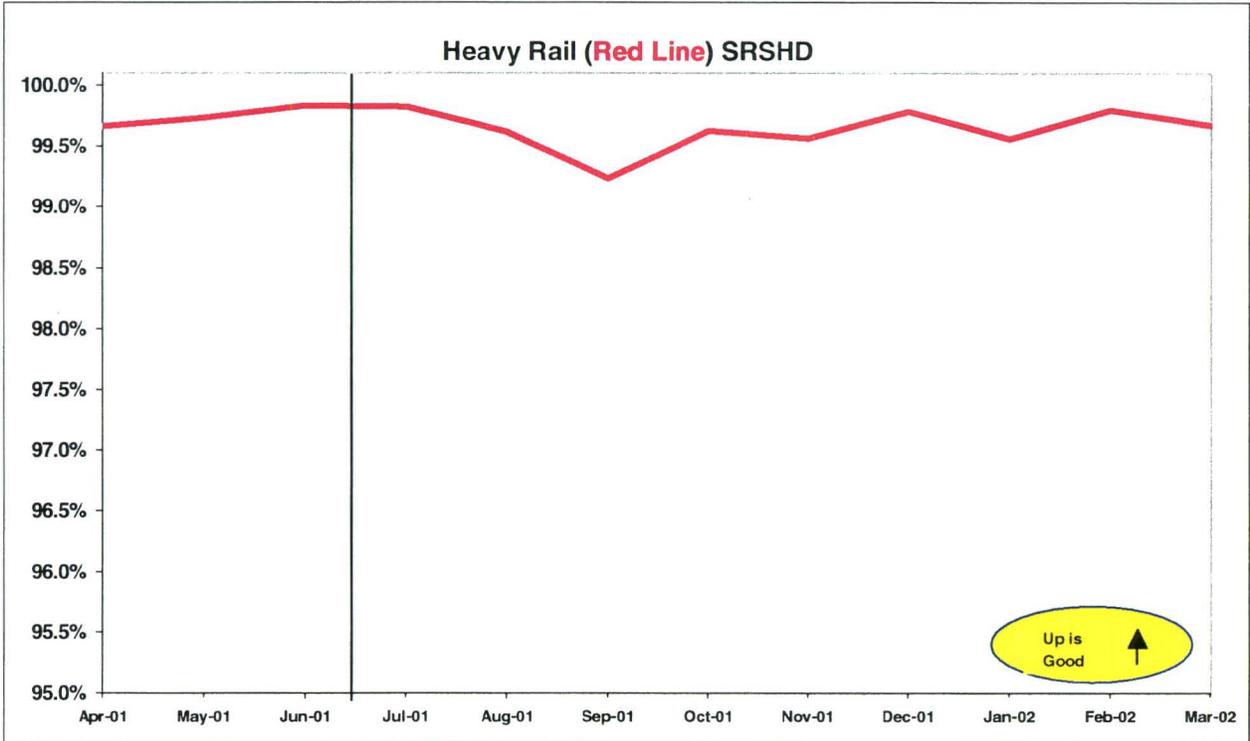
Calculation: ISOTP% = [(100% minus [(Total runs in which a train left any timecheck point either late or early) / by Total scheduled runs] X by 100)]



Scheduled Revenue Service Hours Delivered by Rail Line

Definition: This performance indicator measures the percentage of scheduled Revenue Service Hours delivered after subtracting cancellations, outlates and in-service delays.

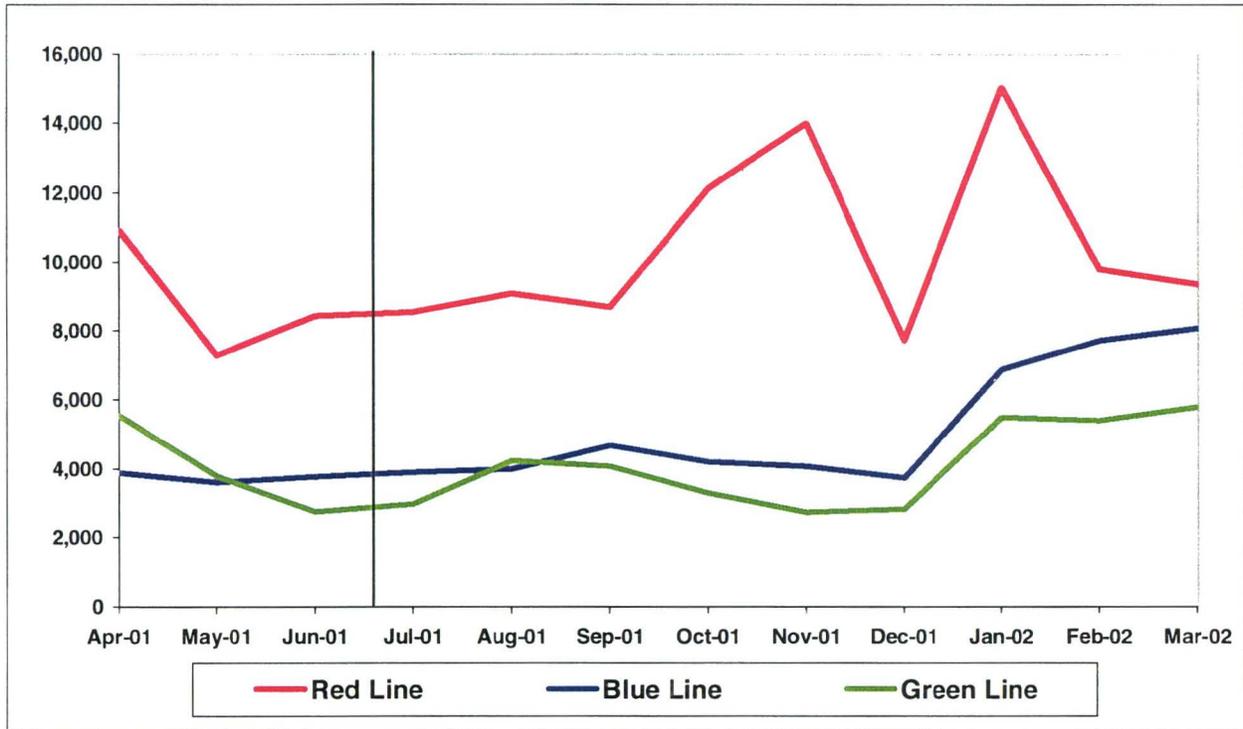
Calculation: $SRS\% = (1 - (\text{Total Service Hours Lost} / \text{Total Scheduled Service Hours}))$



Mean Miles Between Chargeable Mechanical Failures

Definition: Mean vehicle miles between Revenue Vehicle Failures. NTD defined Revenue Vehicle Failures are vehicle systems failures that occur in revenue service and during deadhead miles in which the vehicle did not complete its scheduled revenue trip or in which the vehicle did not start its next scheduled revenue trip.

Calculation: $MVMBRVF = \text{Total Vehicle Miles} / \text{Revenue Vehicle Systems Failures}$



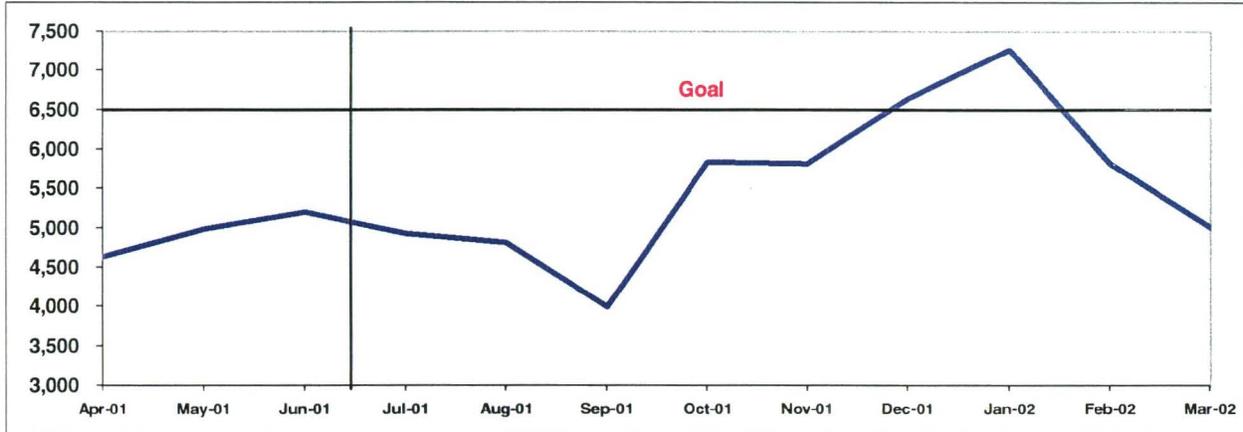
MAINTENANCE PERFORMANCE

MEAN MILES BETWEEN CHARGEABLE MECHANICAL FAILURES

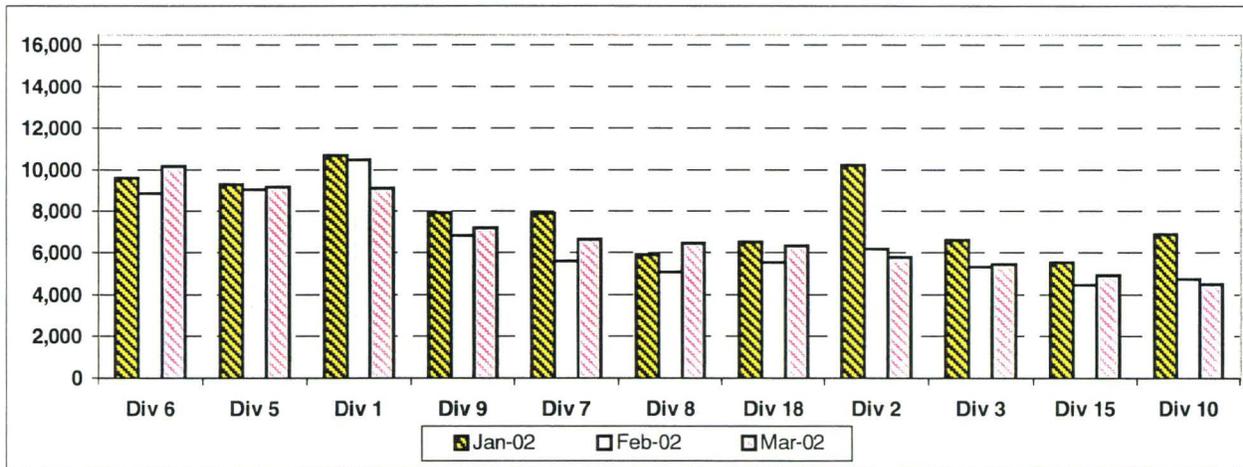
Definition: Average Hub Miles traveled between chargeable mechanical problems that result in a service disruption of greater than ten minutes.

Calculation: MMBCMF = (Total Hub Miles / by Chargeable Mechanical Related Roadcalls)

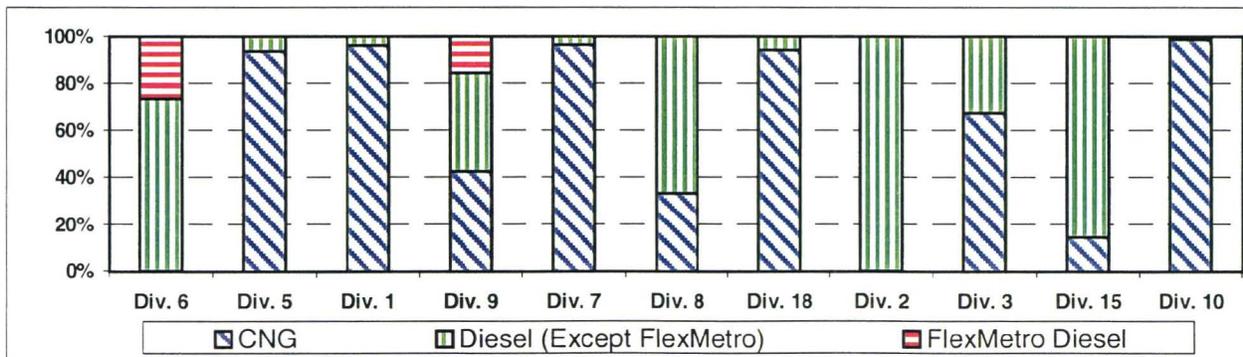
Systemwide Trend



Bus Operating Divisions January - March 2002



Fleet Mix by Fuel Type

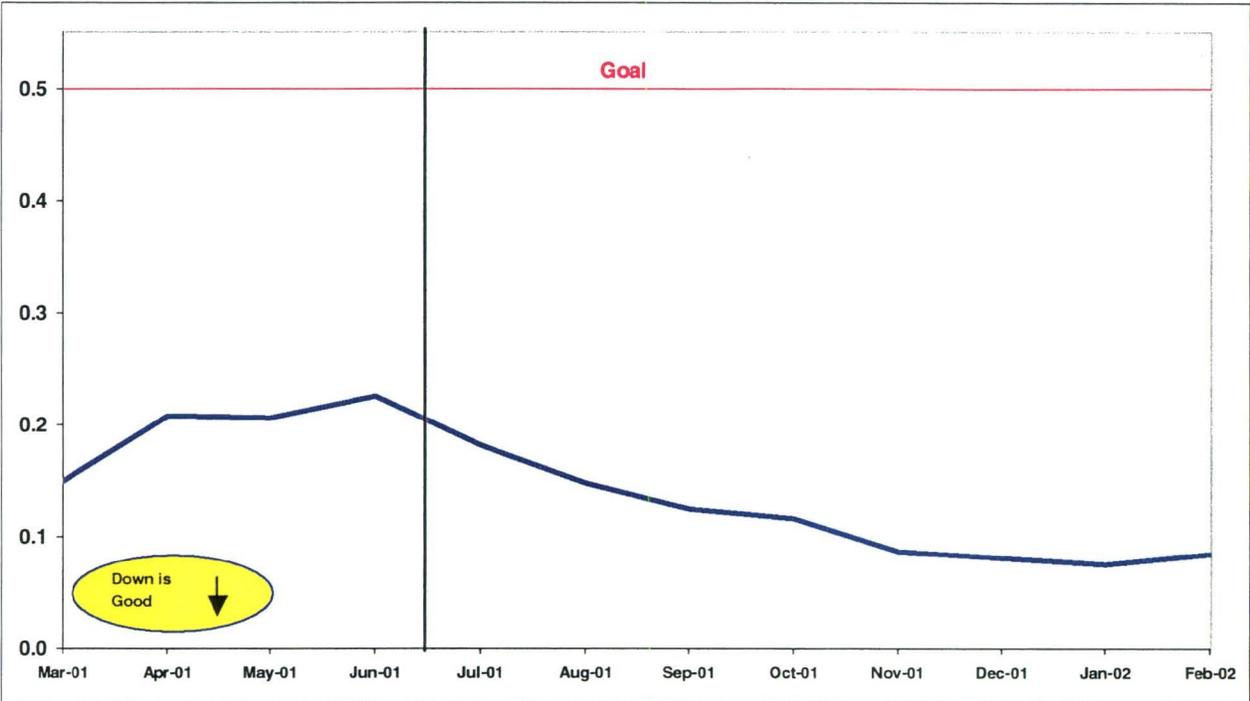


PAST DUE CRITICAL PREVENTIVE MAINTENANCE PROGRAM JOBS (PMP's)

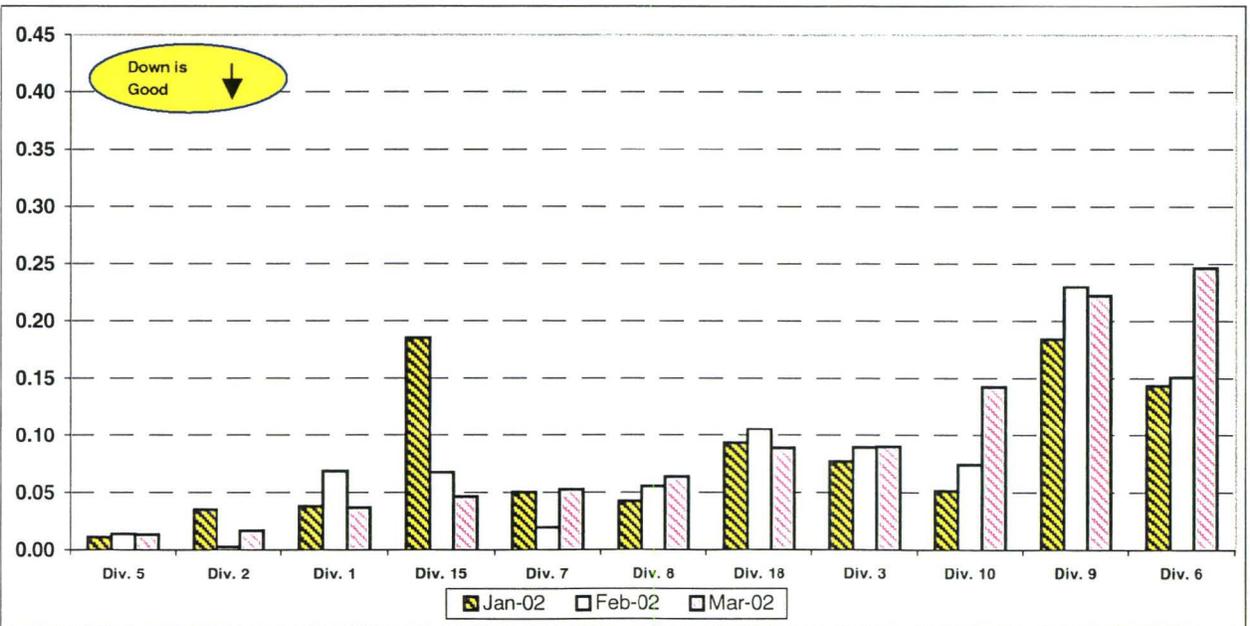
Definition: Average past due critical scheduled preventive maintenance jobs per bus. This indicator measures maintenance management's ability to prioritize and perform critical repairs and indicates the general maintenance condition of the fleet.

Calculation: Past Due Critical PMP's = (Total Past Due Critical PMP's / by Buses)

Systemwide Trend



**PMPs - Sorted From Best to Worst Performance (By Current Month)
January - March 2002**



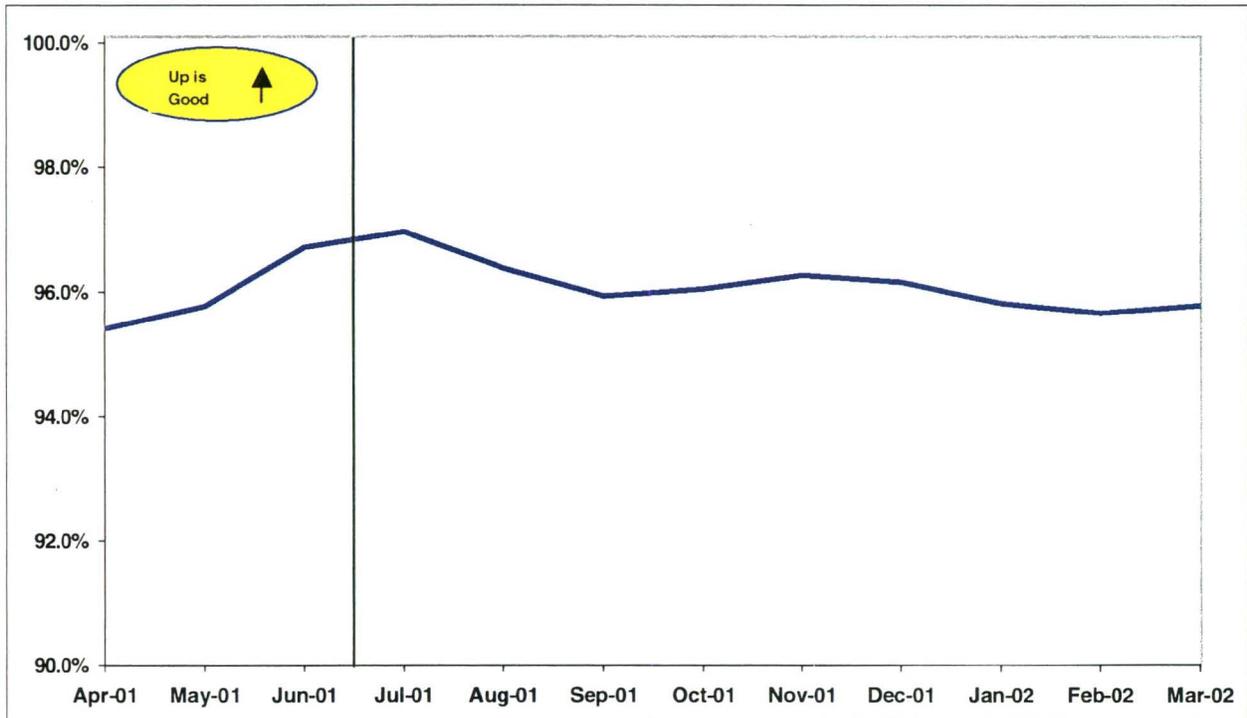
ATTENDANCE

MAINTENANCE ATTENDANCE

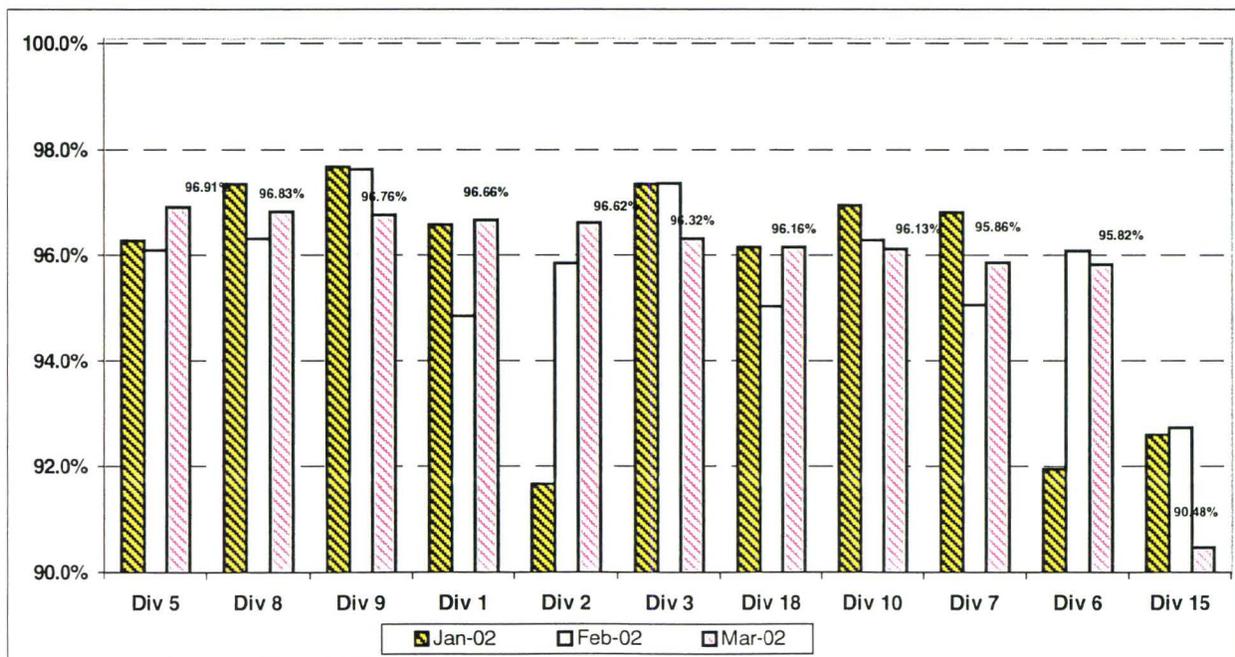
Definition: Maintenance Mechanics and Service Attendants - % attendance Monday through Friday for the month.

Calculation: 1-(FTEs absent / by the total FTEs assigned)

Systemwide Trend



Maintenance Attendance - Sorted From Best to Worst Performance (By Current Month) January - March 2002



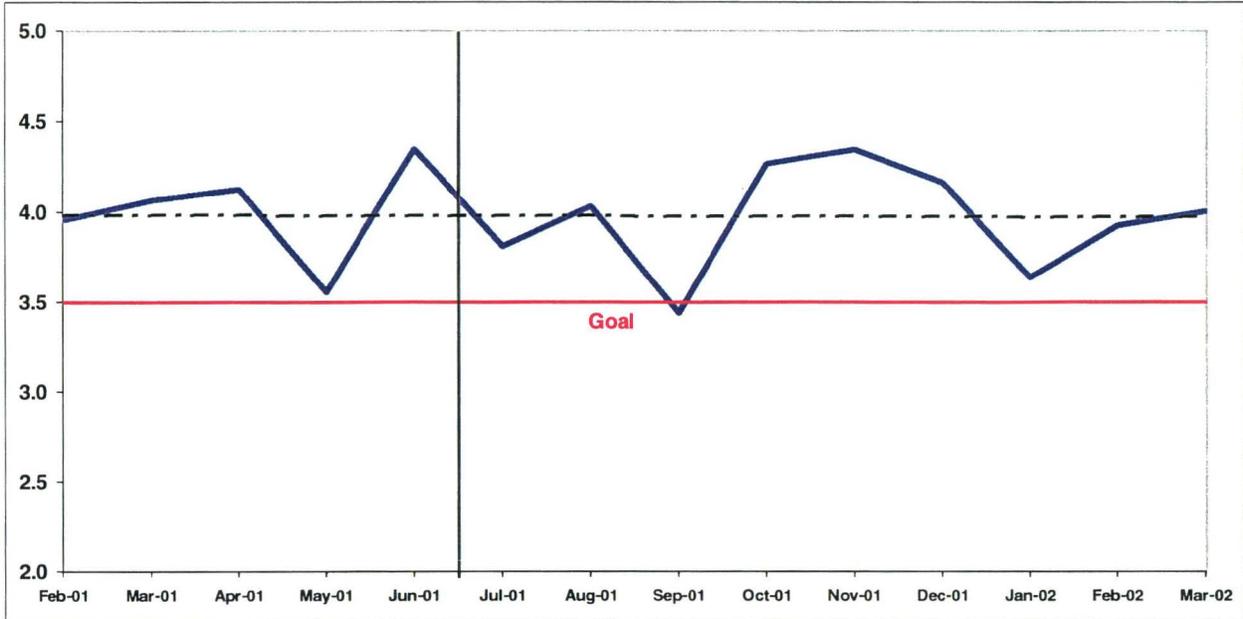
SAFETY PERFORMANCE

BUS TRAFFIC ACCIDENTS PER 100,000 HUB MILES

Definition: Average number of Traffic Accidents for every 100,000 Hub Miles traveled. This indicator measures system safety.

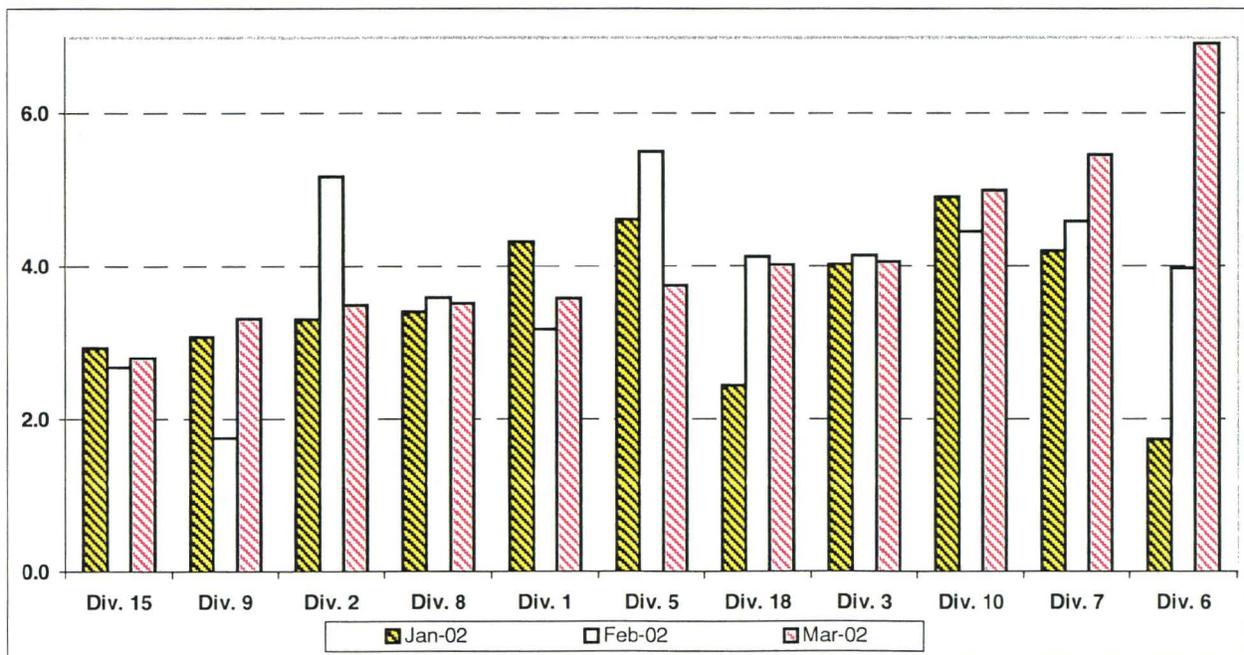
Calculation: Traffic Accidents Per 100,000 Hub Miles = (The number of Traffic Accidents / by (Hub Miles / by 100,000))

Systemwide Trend



Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.

Bus Operating Divisions - Sorted From Best to Worst Performance (By Current Month) January - March 2002

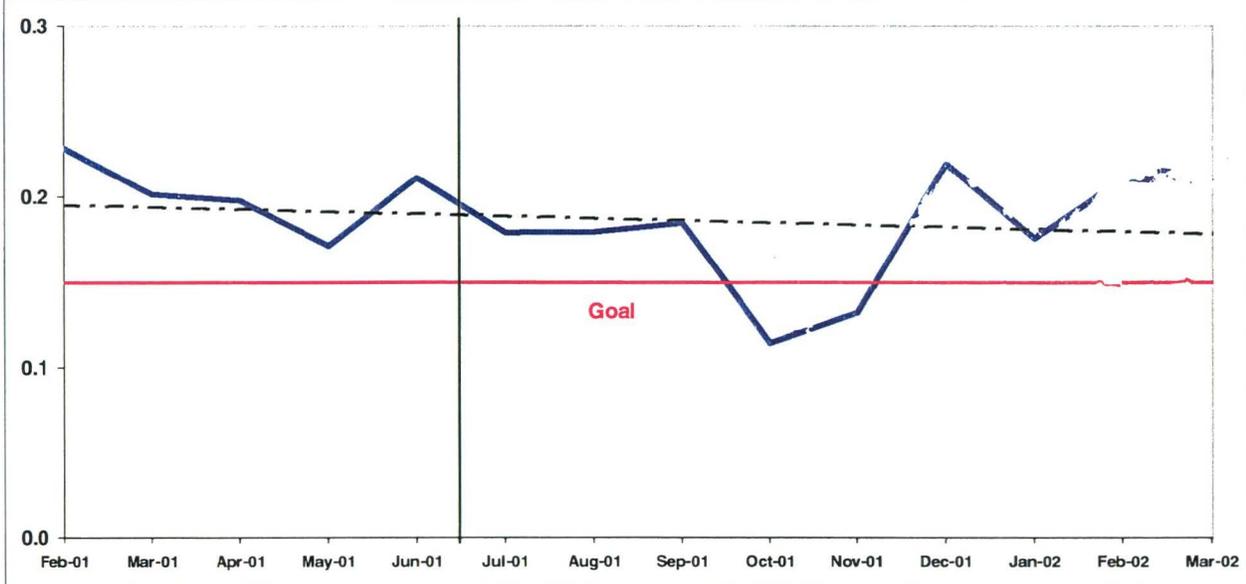


BUS PASSENGER ACCIDENTS PER 100,000 BOARDINGS

Definition: Average number of Passenger Accidents for every 100,000 Boardings. This indicator measures system safety.

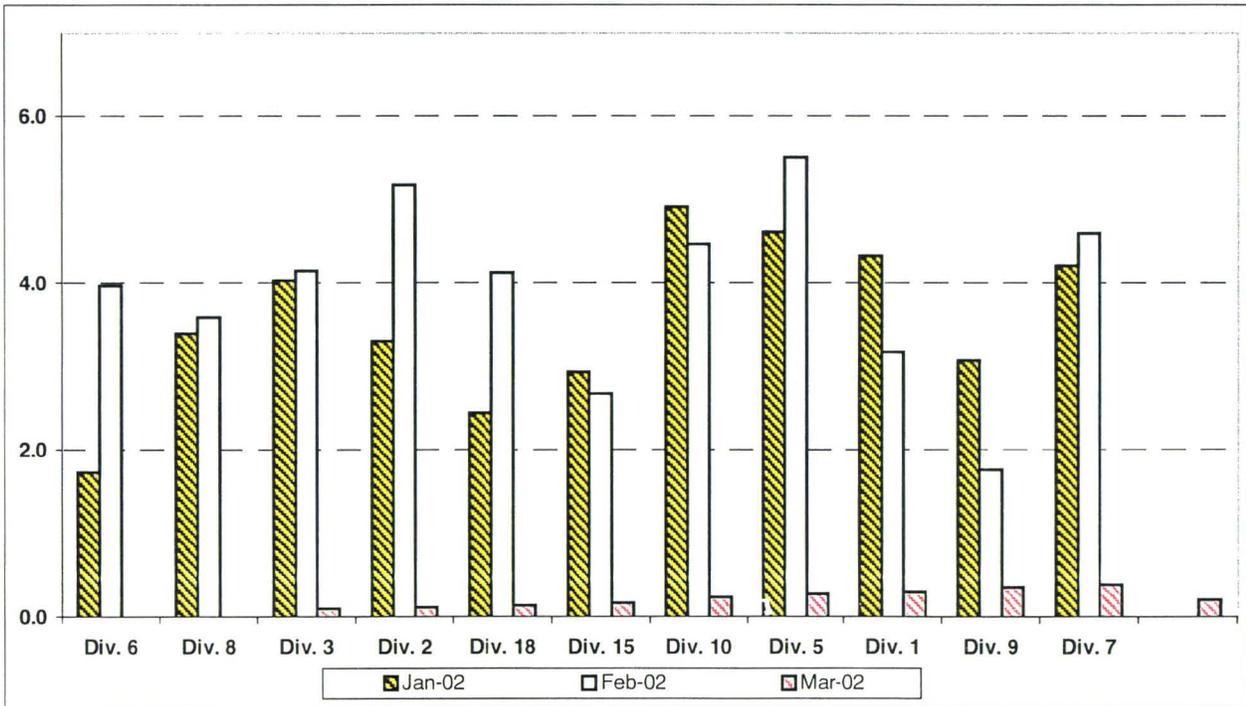
Calculation: Passenger Accidents Per 100,000 Boardings = (The number of Passenger Accidents / (Boardings / by 100,000))

Systemwide Trend



Note: The thirteen months prior to the reporting month are re-examined each month to allow for reclassification of accidents and late filing of reports.

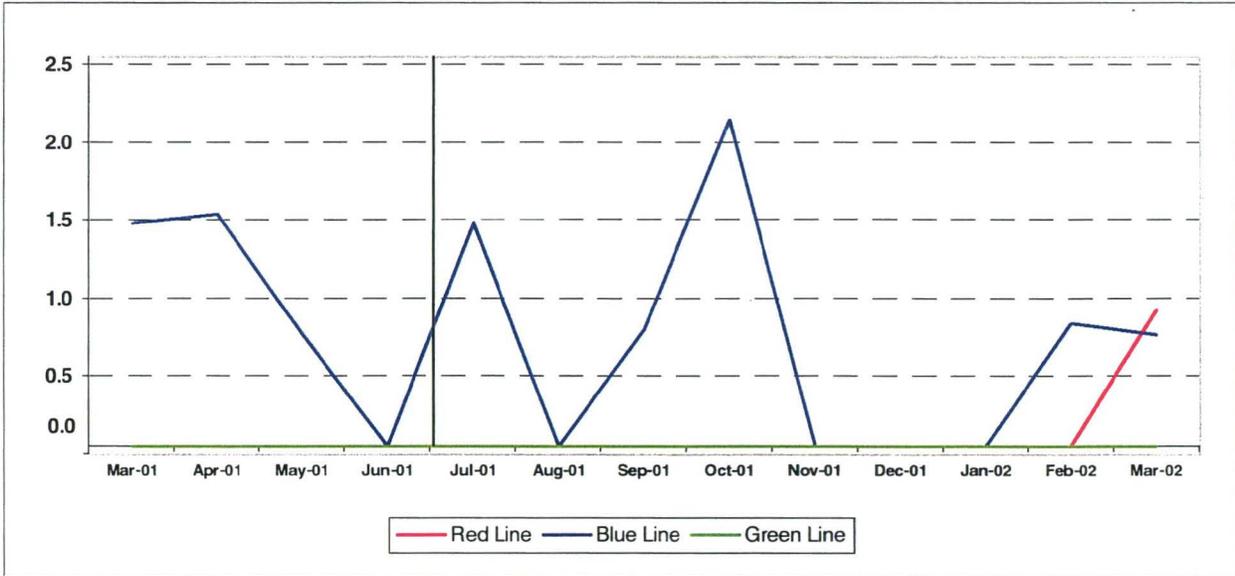
Bus Operating Divisions - Sorted From Best to Worst Performance (By Current Month) January - March 2002



RAIL ACCIDENTS PER 100,000 REVENUE TRAIN MILES

Definition: Average number of Rail Accidents for every 100,000 Revenue Train Miles traveled. This indicator measures system safety.

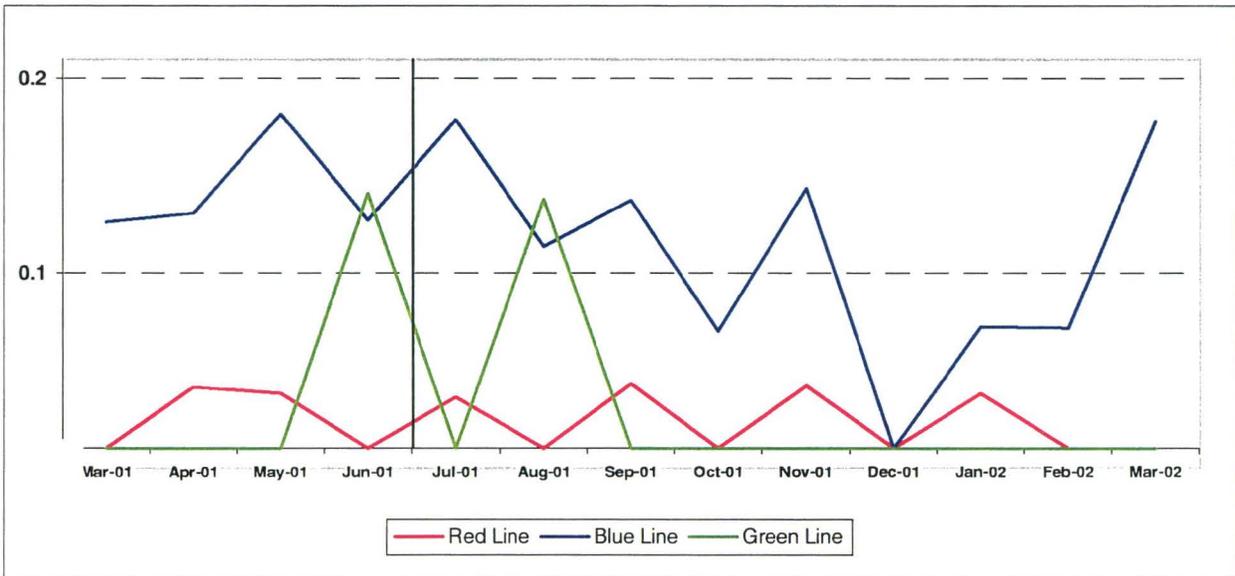
Calculation: Rail Accidents Per 100,000 Revenue Train Miles = (The number of Rail Accidents / by (Revenue Train Miles / by 100,000))



RAIL PASSENGER ACCIDENTS PER 100,000 BOARDINGS

Definition: Average number of Rail Passenger Accidents for every 100,000 Boardings. This indicator measures system safety.

Calculation: Rail Passenger Accidents Per 100,000 Boardings = (The number of Rail Passenger Accidents / by (Train Boardings / by 100,000))



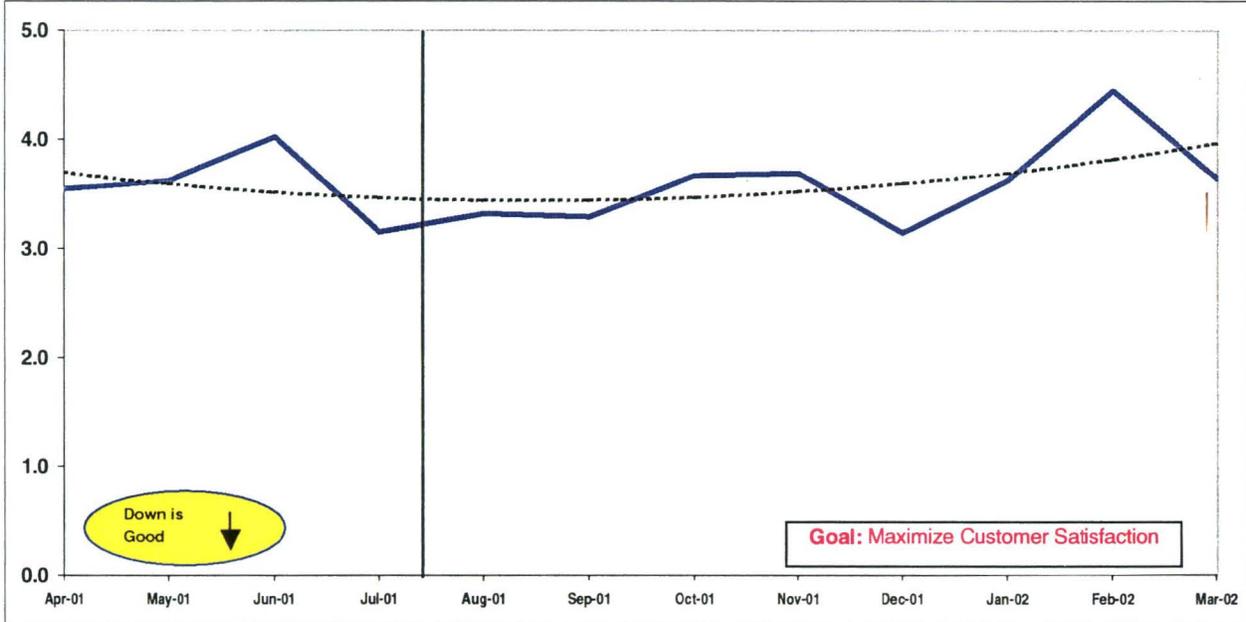
CUSTOMER SATISFACTION

COMPLAINTS PER 100,000 BOARDINGS

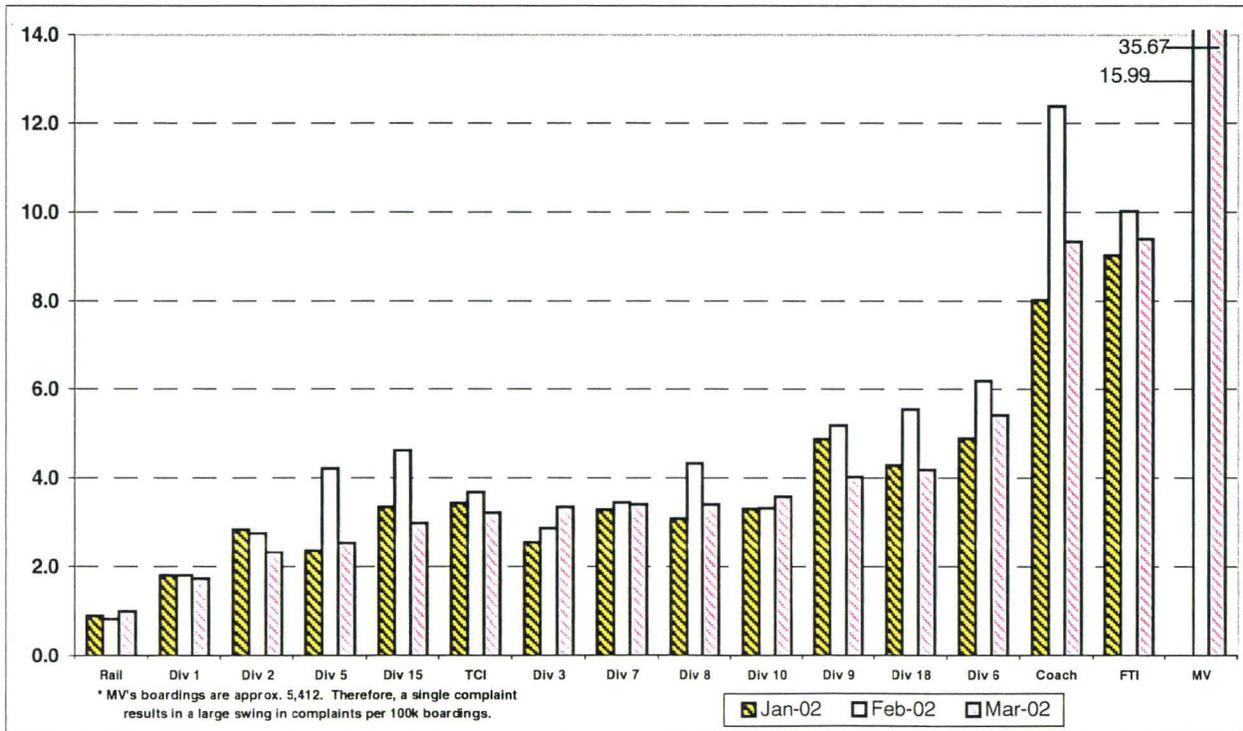
Definition: Average number of customer complaints per 100,000 boardings. This indicator measures service quality and customer satisfaction.

Calculation: Customer complaints per 100,000 Boardings = Complaints/(Boardings/100,000)

Systemwide Trend



Bus Operating Divisions - Sorted From Best to Worst Performance (By Current Month) January - March 2002



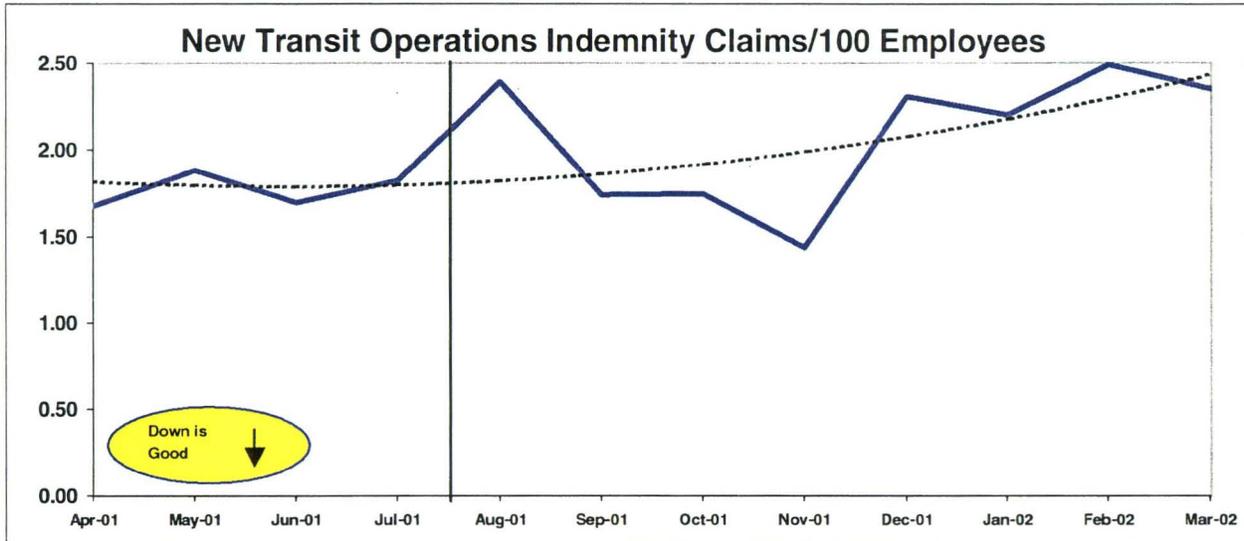
WORKERS COMPENSATION CLAIMS

New Workers Compensation Claims per 100 Employees

Definition: This indicator measures the total new indemnity claims per 100 Transit Operations employees filed each month (Includes: Transportation, Maintenance, Rail and all Administration).

Calculation: Workers Compensation Claims per 100 Employees-Month = Total New Workers Compensation Claims filed by Transit Operations Employees/(Total Transit Operations positions in which there is an incumbent during the month/100).

Transit Operations Trend

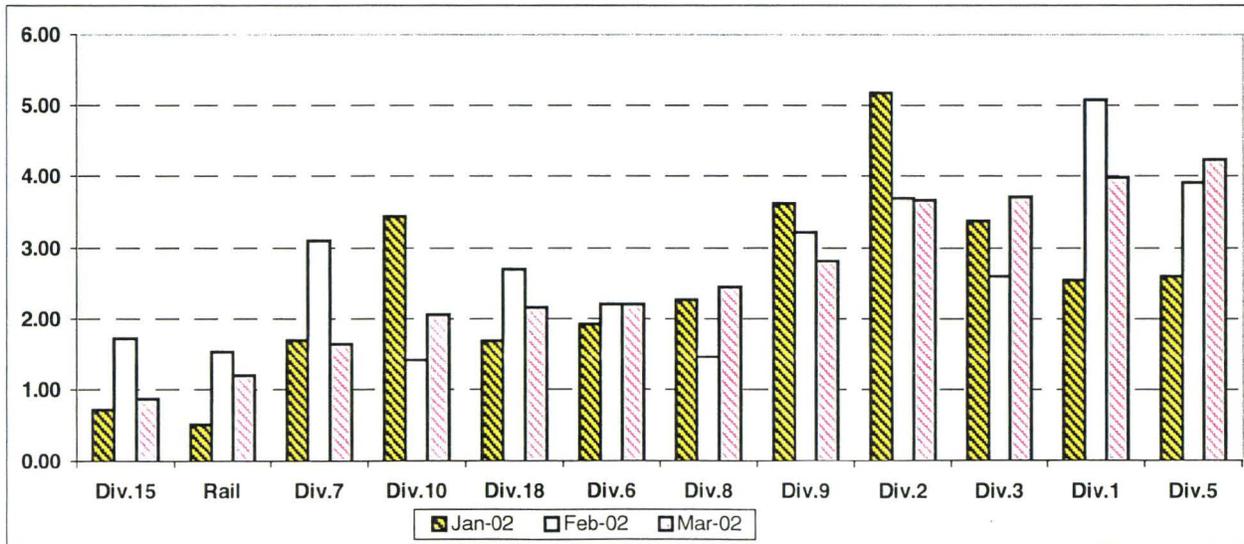


NEW CLAIMS PER 100 EMPLOYEES BY BUS DIVISION & RAIL

Definition: This indicator reflects a three-month view of Bus & Rail new indemnity claims per 100 employees in which there is an incumbent each month.

Calculation: New workers compensation claims per 100 employees by Division & Rail for three months = Total new workers compensation claims filed by Division & Rail employees/(total positions occupied in the Division & Rail during the month/100).

Bus & Rail - Sorted From Best to Worst Performance (By Current Month) January - March 2002





April 25, 2002

**Metropolitan
Transportation
Authority**

One Gateway Plaza
Los Angeles, CA
90012-2952

Federal Transit Administration
Office of Civil Rights, Room 9102
ATTN: Ms. Clarissa Swann, TCR-1
400 - 7th Street, SW
Washington, DC 20590

Dear Ms. Swann:

Enclosed is the January-March 2002 update on the Los Angeles County Metropolitan Transportation Authority (MTA) Voluntary Compliance Agreement (VCA).

This update identifies MTA progress and timelines on the two areas remaining in the VCA: reducing the gap between platforms and train doors and addressing the slope of three ramps/walkways to light rail stations. All other items in the VCA were completed by December 31, 2001. The revised VCA matrix identifies projected completion dates for the two remaining items. An explanation page which discusses the progress to date on these two items follows the matrix.

Requests for bids to make the modifications to correct the platform-train gap and to modify the walkway slope were released between December 2001 and March 2002. Bids on both projects are due by the end of this month. Completion of the work under each contract is scheduled for September 2002. We will continue to work closely with the disability community on these items, and we expect the final modifications to result in improved use and accessibility of the rail system for both disabled and non-disabled riders.

Also included is an addendum providing an update on the items identified in the October 2001 FTA review of key stations. This addendum consists of a matrix identifying the projected completion dates for each item identified in the five stations reviewed, and an explanation page providing further information on accomplishments to date and tasks remaining for each identified item.

If you have any questions about this update, please contact Ellen Blackman at (213) 922-2808.

Sincerely,



Jim McLaughlin, Director
Transit Planning

cc: Leslie Rogers, Regional Administrator
Darrin Jourdan, Regional Civil Rights Officer

LOS ANGELES COUNTY MTA -- VOLUNTARY COMPLIANCE AGREEMENT MATRIX -- QUARTERLY UPDATE -- JANUARY - MARCH 2002

Key Station	Parking	Drop-Off	Accessible Route	Curb Ramps	Entrance (Signage)	Doors / Gates	Ramps ****	Ticketing / Fare Vending	Platforms ****	Elevators	Elevators: Emergency Communication	Telephones	Signage: Station Name
Union Station	Oct-98 (completed)				Jan-99 (completed)			Dec-01 (completed)	Sep-02	Apr 01 (completed)	Apr 01 (completed)		
Civic Center					Jun-00 (completed)			Dec-01 (completed)	Sep-02	Apr 01 (completed)	Apr 01 (completed)	Dec-98 (completed)	
Pershing Square				Added Jan-99 (completed)	Jan-99 (completed)			Dec-01 (completed)	Sep-02	Apr 01 (completed)	Apr 01 (completed)		
Metro Center - Red Line				Nov-98 (completed)	Jun-00 (completed)			Dec-01 (completed)	Sep-02	Apr 01 (completed)	Apr 01 (completed)		
Westlake / MacArthur Park	Jun-00 (completed)				Dec-98 (completed)		Dec-01 (completed)	Dec-01 (completed)	Sep-02	Apr 01 (completed)	Apr 01 (completed)		
Metro Center - Blue Line				Nov-98 (completed)	Jun-00 (completed)			Dec-01 (completed)	Dec-01 (completed)	Apr 01 (completed)	Apr 01 (completed)		
Pico / Flower			Jun-01 (completed)		Jan-99 (completed)		N/A	Dec-01 (completed)					Jun-99 (completed)
Grand				Nov-98 (completed)	Jan-99 (completed)		N/A	Dec-01 (completed)	Sep-02				Jun-99 (completed)
Florence	Dec-01 (completed)		Mar-01 (completed)	Added Oct-99 (completed)	Jan-99 (completed)		N/A	Dec-01 (completed)	Sep-02				Jun-99 (completed)
103rd			Jun-01 (completed)	N/A	Jan-99 (completed)		N/A	Dec-01 (completed)	Sep-02				Jun-99 (completed)
Imperial Hwy	Jun-00 (completed)	Jun-00 (completed)	Mar-01 (completed)	N/A	Jan-99 (completed)		N/A	Dec-01 (completed)	Sep-02	Apr 01 (completed)	Apr 01 (completed)		Jun-99 (completed)
Compton			Mar-01 (completed)	N/A	Jan-99 (completed)		Sep-02	Dec-01 (completed)					Jun-99 (completed)
Artesia	Jun-00 (completed)		Mar-01 (completed)	N/A	Jan-99 (completed)		Sep-02	Dec-01 (completed)	Sep-02				Jun-99 (completed)
Willow				N/A	Jan-99 (completed)		N/A	Dec-01 (completed)	Sep-02				Jun-99 (completed)
Anaheim				Nov-98 (completed)	Jan-99 (completed)		N/A	Dec-01 (completed)	Sep-02				Jun-99 (completed)
5th Street				N/A	Jan-99 (completed)		Sep-02	Dec-01 (completed)					Jun-99 (completed)
Transit Mall			Dec-01 (completed)	Nov-98 (completed)	Jan-99 (completed)			Dec-01 (completed)	Sep-02				Jun-99 (completed)

NOTE: Changes from previous schedule in bold

*** Items remaining under VCA

VCA UPDATE – JANUARY-MARCH 2002 -- EXPLANATIONS

Ramps

Walkways leading to platforms were designed to have a slope under 5%, to qualify as sloping walkways rather than ramps. MTA surveyed all ramp slopes, reviewed measurements at some stations with consultants conducting ADA rail station reviews, and worked with a task force of persons with different mobility disabilities to determine the impact of the slopes on their ability to access the stations.

Three light-rail walkways with slopes just over 5% will be modified by September 2002. Requests for bids were issued in March, with bids due by the end of April. Work under the contract will be done between June and September.

MTA is also working with the disability community to identify additional modifications which can improve access to rail stations.

Platforms

MTA originally focused on reducing the platform-train gaps through a construction contract, to add less than one inch to the edges of platforms with gaps exceeding 3 inches. This strategy was revised in mid-2001, to reduce the gap by modifying the door-entry of all rail cars. MTA has worked with the disability community on this option, and considers it preferable to the construction option since it will enhance accessibility at all stations rather than just the key stations.

A request for bids was issued in December 2001. Technical concepts were received in late March, with price quotes due in late April. Installation on trains is scheduled to be completed by September 2002.

The construction option was kept for the Metro Center/Blue Line Station, as part of an existing construction contract for that station, and was completed in December 2001.

All items in the VCA, except the two discussed above, were completed by December 2001. The explanatory comments therefore provide updates and progress reports only on these two items.

A separate matrix and explanations are included with this update, as an addendum, covering tasks identified during the November 2001 review of five key stations. Because these items were not in the original VCA, progress of these items is reported separately.

LOS ANGELES COUNTY MTA – VOLUNTARY COMPLIANCE AGREEMENT ADDENDUM – KEY STATIONS REVIEW NOVEMBER 2001
UPDATE -- JANUARY - MARCH 2002

Key Station	Parking	Drop-Off	Accessible Route	Curb Ramps	Entrance (Signage)	Doors / Gates	Ramps	Ticketing / Fare Vending	Platforms	Elevators	Elevators: Emergency Communication	Telephones	Signage: Station Name
Pico / Flower			Apr-02	Mar-02 completed	May-02		Oct-02	Dec-01					
103rd			Aug-02	Mar-02 completed	May-02			Dec-01					
Imperial Hwy	Oct-02		Aug-02	Oct-02	May-02			Dec-01	Aug-02	Dec-01	Sep-02		
Artesia	Aug-02	Oct-02	Aug-02	Oct-02				Dec-01					
Willow	Oct-02		Oct-02					Dec-01					

This addendum identifies issues raised during the FTA review of 5 rail stations in November 2001, and the actions and timelines proposed in the MTA response. The matrix provides an update on actions taken through March 2002

Dates in bold font are modifications from original MTA plan.

